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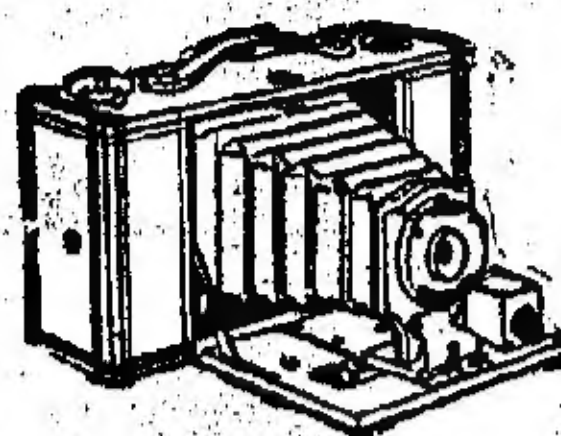
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[1134-3]

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[939]

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[a27]

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[a1004]

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[a213] THE MANAGER



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**BIRTH.**  
On September 22nd, at High Oak Lodge, Ware, the wife of R.T.D. SATEL, of a daughter.  
[1175]

**MARRIAGES.**  
On September 14th, at Plymouth, Lieut. A. VERT, R.G.A., son of late Andrew Vert, of the Hongkong & Shanghai Bank, to Yolande Mary Dorothy KIMCOCK.

On October 8th, at Shanghai, CHARLES FREDERICK LIVESY, second son of John Livesy, late of H. M. Service, Hongkong, to Lucy Young Becke, daughter of Frederick George Becke, I. M. Customs, Chungking.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 131, FLEET STREET, EC.

## The Daily Press.

HONGKONG, OCTOBER 15TH, 1910.

THE new relations that have been established between Japan and Korea by the annexation of the latter country are still exercising the minds of publicists in Japan, and it appears probable that when the Diet meets towards the end of the year the Ministry will be subject to a good deal of heckling on the question, even if an attempt is not made to impeach it. Some members of the Diet have already expressed the opinion that the annexation of Korea without the consent of the Diet is contrary to the Constitution, but the Japanese Constitution is a thing of such vagueness that it is difficult to say what is and what is not a breach of it. The maintenance of the former Korean Customs Tariff for a period of ten years is one of the arrangements in connection with the annexation to which objection is still being made, but, as before, the Government, although contending that the arrangement was made of its own free will, persists that the decision cannot be altered.

once it has been made known to the Powers. Recently a deputation waited on the Vice-Minister of Foreign Affairs, and, among other matters, again brought up this question. It was said by the Vice-Minister that the assurance given to the Powers formed a moral obligation, and the Government was therefore determined not to make any change in the Korean Customs Tariff for ten years. How far the moral obligation of the Japanese Government is also a political obligation remains to be seen. Probably when the British Parliament meets more will be heard of the matter, and in the meantime it is interesting to note that the view expressed in these columns, that the terms of the annexation were by arrangement with the Powers concerned, is also the view of the well-known publicist, Mr. LUCIEN WOLF, who, writing in the *Daily Graphic*, assumes that the so-called "rules" in connection with the annexation are the result of negotiations with Downing Street. Of course, the Japanese Government may be speaking the verbal truth when it says the proposal to maintain the Korean Customs Tariff for ten years was made voluntarily by itself, but it may also be true that the Japanese Government knew the Powers interested would not consent to the abrogation of their Treaties unless some such compensation was given. It is somewhat significant in this connection that there are rumours that the Japanese Government is considering ways and means for increasing the revenue of Korea, and that these ways and means will to some extent cancel the advantages offered by the present low tariff. One of the means adopted in Japan to increase the revenue—that of consumption taxes on textiles and other goods—may equally well be applied to Korea, while the Government is also able at any time to proclaim a monopoly of any industry, which would effectually shut out foreign goods. Politically it would seem that Korea is to bear the same relation to Japan as Formosa, where such means of raising revenue are freely employed. However that may be, for ten years Japan and the Foreign Powers are to compete in Korea on more or less equal terms. It will be interesting to watch the results. Already a large number of Japanese emigrants are pouring into the country, and with the gradual rise in the cost of living in Japan more and more are likely to find their way to the peninsula. With a low tariff assured for ten years, with a moderate rate of living and with large supplies of cheap, if inefficient, labour, it is not surprising that the energetic Japanese will be driven to develop in Korea those industries which, owing to various circumstances, are retarded in Japan. Although the exact position of the Japanese in Korea is yet very vague, it is natural to suppose that they will be in a better position than the subjects or citizens of any other nationality, and under these circumstances, and with the additional advantage of the proximity of the Chinese market, they are hardly likely to neglect such a promising field for exploitation. It may, therefore, be possible that during the next ten years Korea will show a development exceeding that of Japan proper during the same period. It will, of course, be to the advantage of Japan politically to encourage such a development. If Korea, weak and unstable, was a menace to the safety of Japan in case of an attack by foreign foes, then a Korea strong and prosperous should be a safeguard. Although the alleged overcrowding of Japan is greatly exaggerated, still she can afford to dispatch a large number of her workers to Korea, and it is by populating the country—which implies, of course, encouragement for such immigration—that Japan will render the peninsula secure. Incursions of island nations on neighbouring continents have not in the past been very successful. Of England's conquests on the Continent of Europe but fragments now remain, nor, under any conditions, can we imagine the renewal of such a period of conquest. Korea is, however, somewhat exceptionally situated geographically, and it is possible that Japan may succeed in making it not merely nominally but actually a portion of the Japanese Empire. The danger lies in attempting to extend the area of conquest and in the impoverishing of the mother-country which naturally follows. To drain the resources of Japan in the attempt to establish an Asiatic Empire would be to court ruin.

At the Magistracy yesterday Mr. E. R. Hallifax fined a Chinese hostman \$15 for making fast to the transport *Bahilla* while that vessel was under way.

It is stated in Chinese circles that the time for the payment of the indemnity instalment is drawing near and a panic is threatening.

A sensational rise in the dollar was noticed yesterday, when it jumped from 1s. 10½ to 1s. 10¾, an increase of a farthing.

A Home paper states that Lieut.-Colonel R. F. Hobly, Royal Garrison Artillery, has been appointed to command the Royal Artillery, Straits Settlements.

A case is to be brought against a member of the Indoor Customs Service in Peking for the recovery of a large amount due upon rubber shares, bought for him by a Shanghai friend.

For making alterations to a building in Connaught Road without the permission of the Public Works Department, Mr. J. R. Wood at the Magistracy yesterday ordered a Chinese contractor to pay a fine of \$100.

The *N.C. Daily News* writes of "the eccentric methods of the Hongkong Post Office" as being presumably responsible for the failure of the Hongkong papers of October 1st and 3rd to reach Shanghai before the 10th.

Miss Ellen Beach Yaw, prima donna soprano, and her concert party, is on a tour through Japan and China and round the world. Mr. D. F. Robertson, advance agent, arrived at Yokohama on the 3rd instant, and the party is expected to arrive in Shanghai next month.

The Chinese residents in Siam have cabled to the Government asking the Throne to establish a Chinese Legation in that country, and have further requested that an agreement should be drawn up with the Siamese Government for the protection of Chinese residents trading in Siam.

A Canton dispatch appearing in Peking papers states that the German Asiatic Bank will shortly establish a branch at Canton. It says also that two London firms have already completed preparations for opening branches. The position of German traders at Canton, it is added, is said to be becoming gradually stronger.

The question of who is to be the general manager of Manila's new, modern, new million dollar hotel was settled on Saturday last, says a Manila contemporary, when the board of directors of the company appointed Mr. C. L. Reynolds, of Oyster Bay, to that important and responsible position. At the same time, the board decided to appoint Mr. F. W. Thompson, now steward of the Elks Club of Manila, assistant manager and steward of the new hotel.

At the annual meeting of the Shanghai branch of the St. Andrew's Society last Monday the following committee was elected: Dr. E. J. Marshall (President), Col. C. D. Bruce (Vice-President), Messrs. C. E. Anton, G. L. Campbell, J. Colquhoun, J. Christie, A. M. Currie, G. G. S. Forsyth, H. C. Gulland, T. F. Longmuir, D. Macdonald, E. P. Macfarlane, F. W. Macfarlane, W. W. Macfarlane, and Dr. Macfarlane.

The death has occurred in London of Mrs. A. H. Blagden, wife of the Deputy Electrical Engineer to the Shanghai Municipal Council. Mrs. Blagden came out to be married less than two years ago. Some six months ago her husband gave way, and accompanied by her husband, she left for treatment in England in July last. Hopes were entertained for her recovery, and her husband started back for Shanghai and Siberia on the 24th September, but news has been received that his wife died two days later.

A Chinese appeared before Mr. E. R. Hallifax at the Magistracy yesterday, charged with the larceny of \$500 as a bailee. Defendant, who was a fiki in the Wing Fung firm, was handed \$500 by his master and told to go and pay a bill owing to a firm in Bonham Strand. As he did not return and as it was subsequently discovered that he had failed to pay the bill, the matter was reported to the police and accused was arrested. His Womship sentenced the defendant to six months' imprisonment with hard labour and six hours' stocks.

Telegraphic information has been received announcing the return of Sir Robert and Lady Bredon to China. They will leave Moscow on the 10th October for Peking, accompanied by Miss Bredon. Sir Robert has leased the Old German Bank building in Peking, and intends to occupy it as a residence. During his absence, Sir Robert retained his band, which is still known as the "I. G. Band," on half-pay, and it is stated that he intends to continue their services and entertain lavishly. Though Sir Robert is now no longer connected with the Imperial Maritime Customs, it is quite probable that he will obtain some high position under the Chinese Government in the near future. — *Chief Daily News*.

A child named Edith Tiffenberg living off North Saichuen Road Extension, Shanghai, has died with all the symptoms of hydrophobia. It appears that the little girl was bitten on the 8th September, but it was not until several days later, when the knee swelled up, that the anguish of her being bitten. The child was then treated by Dr. Schultz, the *Shanghai Times* says, while the mother reported the matter to the police, and a dog, recognised by the ayah, was put under observation, but found to be all right. Meantime the child got worse, and last week developed signs of hydrophobia, finally dying on Friday. In trying to force the child's mouth open, she bit her mother's finger, but the wound was cauterized very shortly by Dr. Moore of the Health Department, and no ill-effects are expected to arise from this wound. The Health Officials think they must have had the wrong dog under observation, as they say a mad dog never lives more than four or five days.

A marriage has been arranged between Harry, eldest son of Henry Morias, of Shanghai and Stonebridge, Blackbys, Sussex, and Vera, elder daughter of Mr. Alfred Trow, 30, Gloucester-terrace, Hyde Park, and Sanford, Sussex, and of the late Louis Samuel, M.I.C.E., eldest son of the late Sir Saul Samuel, Bart., K.C.M.G., C.B., Agent-General for New South Wales, Australia.

Mrs. G. E. Anderson, wife of the American Consul-General in Hongkong, met with a nasty accident a few days ago at Kowloon. She had been calling on Mrs. Lyon, wife of Captain Lyon, and her rikshamen coming down the steep pathway appear to have lost control of the vehicle. With a view perhaps to avoiding a worse disaster the rikshamen ran it on to a high bank, and Mrs. Anderson was violently thrown out, being stunned by the fall and much bruised. Assistance was soon obtained, and Mrs. Anderson was taken back to Mrs. Lyon's residence. Later she was conveyed by special launch and chair to the Peak Hotel, where the Consul-General and Mrs. Anderson are residing. Though at present confined to her bed, we are glad to learn that the injuries Mrs. Anderson sustained are not of a serious nature and that she hopes to be about again in a few days.

The *Nagasaki Press* of the 6th inst. records with regret the death of M. James Markham Dow, formerly a resident of that port. Deceased came out to the East as a member of the Shanghai staff of the Hongkong and Shanghai Banking Corporation, and afterwards joined the firm of Messrs. Ginsbury & Company at Nagasaki. His first period of residence in the port was from 1896 to 1899, and he also lived there from 1899 until the outbreak of the Russo-Japanese War. He was a very popular member of the community and for two years was honorary secretary of the Nagasaki Club. Mr. Dow was seriously ill for some months, the result of pulmonary trouble contracted in St. Petersburg, which developed into tuberculosis. Death took place at Bournemouth on the 3rd inst. He leaves a widow and two young children, for whom and his sister, Mrs. R. F. Inman, much sympathy will be felt in their bereavement.

In golfing circles, says the *Shanghai Mercury*, it has for some little time been known that a private course was being acquired in Shanghai, and it is understood that play was commenced thereupon yesterday. The new course is situated at the junction of Rubicon and Hangjiao Roads, on ground which it may be remembered formerly belonged to the Dallas Horse Race, and was sold by auction two or three months ago. Some two hundred mow of land were comprised in the lot, which was purchased for \$16,000, and since then work has been proceeding for the laying of it out as a private course. There are nine holes, and when time and use have made the turf of the requisite quality it should be a very pleasant course. For far from the Settlement to make it accessible to the majority of golfers, it none the less has many advantages as a private course, this making the third of which Shanghai can boast, and those belonging to the existing golf clubs will welcome its advent as likely to assist in minimising the present congestion on the public links.

## FIRE BRIGADE COMPETITION.

His Excellency the Officer Administering the Government and Lady May were present at the annual competition of the Hongkong Fire Brigade which was held on the compound of the Central Police Station yesterday afternoon. The firemen gave an interesting exhibition of despatch box, hose and reel, and ladder drill, and as the competition was for the shield and cups and medals, needless to say the men did their best. The various events were those that would be necessary in the case of a fire, and the firemen carried them out with a celerity which reflects credit on the brigade. The European team competition was won by Fireman Grant's team for the fourth year in succession. The names of the men comprising this team will therefore be engraved on the shield. Fireman Grant, as foreman, becomes possessor of the cup presented, while each of his men was a medal. The individual despatch box competition was won by Fireman Cooper, who has proved the smartest man at this work for the last three years. He deserved the cup he won yesterday. The Chinese team competition was won by Fireman Ying Yan Tin's men, and each of them was presented with a trophy.

His Excellency presented the prizes, and then congratulated Station Superintendent Macdonald and the men on their smart work. If he happened to be in a house on fire, he said, and knew the Hongkong Brigade were in attendance, he should feel assured that he would get out of it.

**HARMSTON'S CIRCUS RETURNING TO HONGKONG.**  
A full announcement appears in our advertising columns of the many attractions of Harmston's Grand Circus and Royal Menagerie of performing wild animals. The customary site at Causeway Bay has been taken for the Circus and the opening night is Monday next, the 17th inst., at 9 p.m. Many new features have been introduced since the Circus last visited Hongkong, and the lengthy list given in the advertisement should prove a powerful attraction and ensure full tents for every performance. For Harmston's reputation is a guarantee of an excellent programme.

The C.E.R. Co.'s steamer *Empress of Japan* arrived at Nagasaki at 5.30 p.m. on the 13th instant, and left again at 3 a.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 15th inst.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]  
[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE FRENCH RAILWAY STRIKE.

LEADERS ARRESTED.

LONDON, October 13th.

It is reported from Paris that five of the strike leaders have been quietly arrested despite their asseverations that they would never surrender.

The men on the Bordeaux railways have now struck.

Every part of the country is now involved in the general strike, but the situation is somewhat improved by the Government working the lines.

Communication between London and Paris has been re-opened.

The electricians struck work this evening, and the boulevards are plunged in darkness.

LATER.

From Paris it is reported that the situation as regards the railways is improved. M. Briand, the Premier, has received communications from the Strike Committee and the directors of the railway companies, both being desirous of entering into negotiations with him as intermediary.

## PORTUGUESE AMBASSADOR RESIGNS.

LONDON, October 15th.

The Portuguese Ambassador at St. James, the Marquis de Soveral, G.C.M.G., has announced his resignation.

## FORTHCOMING MARRIAGE.

The following announcement of the impending marriage of a well known Hongkong resident has appeared in the *Times*:—  
A marriage has been arranged, and will take place very quietly early in November, between Mr. Anthony Babington, youngest son of Lieutenant-Colonel Babington, late 7th Hussars, of Brooklands, Salisbury Green, Hants, and Mrs. Millicent Adela Cobbold, of Oxford House, Gloucester, youngest daughter of Mr. Joseph Fell Christy, of Upton, Alresford, Hants.

## ARRIVAL OF TRANSPORT.

The British transport *Bahilla* arrived here yesterday morning with 655 troops on board. Other passengers were Major L. E. B. Dykes, R.G.A., 37 officers, 14 ladies, five children and one nurse. Of this number nine officers, four ladies, 106 men, 10 women and 13 children embarked yesterday for Tientsin per s.s. *Uchcon*, which has been specially fitted for the purpose.

The *Bahilla* is fitted with the Marconi wireless installation.

The voyage was uneventful.

## DUCKS FROM CHINA.

Chinese pork has given place to Chinese ducks, remarks a London paper of the 23rd ult.

The duck "cropped" up in a case at the West London Police Court, in which John Rider, of 21, Kildonnan-road, Fulham, and Thomas Ground, of 64, Fulham-road, were summoned by the Fulham Borough Council for exposing for sale four ducks which were unfit for human food.

Found on a stall kept by the defendants in North End-road, Fulham, the ducks were later condemned by a magistrate.

A sanitary inspector said that the ducks were evidently frozen and were being sold at 1s. each, a label attached to them bearing the words, "Fine young ducks."

Mr. Pierson (defending)—These ducks come from a good distance?—Yes.

Mr. Fordham (the magistrate)—Russia, I suppose?

Mr. Pierson—China, I believe. He added that the defendants did not believe that the ducks were bad. They bought them at 8s. a dozen from the wholesale dealer, and had received no complaint from customers about them.

Mr. Fordham—If these ducks had been stuffed with sage and onions they would have gone off all right—the inspector would have smelt only the stuffing. (Laughter.)

A fine of 10s. with 2s. costs was imposed, and the magistrate then asked Mr. Pierson if Chinese ducks had any particular flavour.

Mr. Pierson—I don't know, sir. The wholesale dealer is here and he could inform you.

Mr. Fordham—No, thank you. I will have my thirst for knowledge about Chinese ducks go unsatisfied. (Laughter.)

## LATEST STEAMER MOVEMENTS.

The C.E.R. Co.'s steamer *Empress of Japan* arrived at Nagasaki at 5.30 p.m. on the 13th instant, and left again at 3 a.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 15th inst.

## SUPREME COURT.

Friday, October 14th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCE JUDGE).

PRESUMPTION OF WORK.

Robert Dollar & Co. brought action against the Hongkong Merchants Agency for \$523-54. Mr. Harris, of Messrs Wilkinson & Grist, appeared for the plaintiffs, and Mr. Gardiner represented the defendants.

Mr. Harris asked his Lordship to fix a day. He had heard that his client would be in Hongkong at an early day, and he proposed to take his evidence at once.

His Lordship—I can't give you a day before January.

Mr. Harris—As your Lordship pleases.

Mr. Gardiner—I don't think the case will take more than half a day.

His Lordship—I find, owing to the pressure of work, I must make Thursday a sort of supernumerary day.

The hearing was fixed for January 13th.

## LOCAL SPORT.

FIXTURES AT A GLANCE.

## FOOTBALL.

League Matches.

Hongkong v. Buffs.

Club Ground.

R.E. v. Kowloon.

Military Ground.

## CRICKET.

H.K.C.C.—1st XI v. Next 18.

Club Ground, 1.30.

Craigengower v. Army Staff.

C.C.C. Ground, 2 p.m.

## GYMKHANA.

Hongkong Gymkhana Meeting.

3.30 p.m.

## HONGKONG FOOTBALL ASSOCIATION.

The annual meeting of the Hongkong Football Association was held yesterday in the Y.M.C.A. Rooms under the chairmanship of Mr. F. Browne. The statement of accounts showed a credit balance of \$33.20, which Mr. A. P. Storrie pointed out in his report was a very satisfactory considering that the Association had practically been worked for two seasons on one year's subscriptions. Mr. Storrie further bore testimony to the excellent feeling which pervaded among players and among the public, and in conclusion asked support for the charity match to be played on December 3rd in aid of the dependants of those who met their death on the occasion of the disaster to the *Bedford*. The Chairman remarked that the fact that the Association had had no little to do showed how well football had been managed on the field. He drew attention to the registration of referees, six men having qualified. Mr. E. Hancock was unanimously elected president and Mr. Storrie was re-elected secretary and treasurer.

## MARRIAGE AT UNION CHURCH.

Yesterday at Union Church, Hongkong,

in the presence of many friends, Mr. J. M. McHutchon (of Messrs. Butterfield &amp; Swire) was married to Miss Amy Smith,

who arrived in the Colony from England a few days ago. The bride was charmingly

attired in an Empire satin dress trimmed with Persian embroidery and silk embroidered lace. A wreath of orange blossoms, a veil,

a shower bouquet, and a pearl pendant, the gift of the bridegroom, completed the picture.

Miss Helen Mackenzie was the only bridesmaid, and she looked very dainty in a cream silk dress trimmed with valencienne lace and pale blue ribbons, with a wreath of forget-me-nots in her hair, a shower bouquet in her hand, and wearing a pearl and turquoise brooch, the gift of the bridegroom.

Mr. A. Mackenzie gave away the bride, and Mr. H. B. Makin supported the bridegroom as "best man." The wedding service, which was conducted by the Rev. C. H. Hickling, was choral.

Mr. E. J. Chapman presiding at the organ and playing the Wedding March as the bridal party left the church.

The reception was held at "Kingsland," and the happy couple left amid showers of rice to proceed to Macao by the afternoon steamer on a brief honeymoon trip.

## THE INQUISITIVE LADY PASSENGER.

The following incident is reported in a northern contemporary:

A steamer was stopped when going up the Yangtze river owing to fog. A lady passenger enquired of the captain the cause of the delay.

"Can't see up the river," replied the captain.

"But I can see the stars overhead," continued the lady.

"Yes; but until the boilers burst, we ain't going that way."

## HOSPITAL SUNDAY.

Offerories will be taken in St. John's Cathedral, Union Church and the various places of worship in the Colony tomorrow in aid of the Alice Memorial and Affiliated Hospitals. It is hoped there will be a generous response in aid of these charitable institutions.



## TROUBLE AT KOWLOON DOCKS.

## WORKS MANAGER CHARGED WITH ASSAULT.

Before Mr. J. H. Wood at the Magistrate's Court yesterday a Chinese fitter proceeded against Mr. J. W. Graham, works manager of the Hongkong and Whampoa Dock Co., on a charge of assault, and the defendant proceeded against the fitter on a cross-suit.

Mr. P. Syllens in Dixon (of Mr. R. A. Harding's office) appeared for the complainant, and defendant was represented by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon).

Mr. Dixon informed the Court that the assault took place last Sunday morning. At 7.15 a.m. the complainant, wanting to go on board the Dock Co's launch which was leaving the wharf, shouted to the coxswain to wait. Then Mr. Graham came up, and thinking he was interfering, struck him three times across the face after which he kicked him. The complainant ran away, but subsequently complained of the assault and left the Dock Company.

His Worship to Mr. Shenton—Do you deny this?

Mr. Shenton said the facts were that Mr. Graham went down to the workmen's launch, which usually left about 7.10 a.m., and found that it had not left at 7.20. He gave instructions for its immediate despatch, and just then a coolie began to shout, and Mr. Graham asked for an explanation. Complainant explained that he wanted to put his tools on board, and Mr. Graham tapped him on the shoulder and said, "Fit, fit." The complainant turned round and struck Mr. Graham on the stomach. Then he picked up a large piece of wood, and was going to strike the defendant from the rear when he was fortunately stopped. Mr. Shenton asked that the Court should be cleared during the hearing.

His Worship—Why?

Mr. Shenton—Most of the men at the back of the court are fitters.

His Worship—I don't know under what section you make your application.

Mr. Shenton—I don't know whether all my friend's witnesses are out of Court.

Mr. Dixon—They are all out.

Complainant was then called and testified to going on duty on the morning of the 9th instant at seven o'clock. The No. 1 told him to go on board the *Kwong Sai*, which was lying on the Hongkong side. Witness proceeded from the wharf to the wharf. He did not know Mr. Graham was there, but when he appeared on the scene he struck him several times and kicked him. Complainant did not know why, and he did not strike defendant back, neither did he attempt to hit him with a pole. Witness complained to Mr. Graham next day, was discharged, and had been out of employment ever since.

Cross-examined by Mr. Shenton.

Have you heard of any Police Court proceedings being taken against any of the coxswains in the dockyard?—No.

When Mr. Graham appeared did he tap you on the shoulder?—No.

Did he speak to you, or did anybody interpret anything to you?—No.

Did you rush at Mr. Graham with a pole held in both hands?—I was afraid of him striking me; how could I?

Didn't a Chinese detective take the pole out of your hands?—No.

Didn't Mr. Graham simply push you out of the way with his foot?—No, he used extreme force.

You did not swing round with your left arm and strike him on the stomach?—No.

And you did not aim two blows at his face?—No. I dare not strike him. He is one of the managers.

Two other witnesses spoke to seeing defendant strike the complainant three times and kick him once, but they did not see complainant strike back.

This closed the case for the complainant, and the cross-examination was heard.

Mr. J. W. Graham told the Court that against proceedings had recently been taken against certain coxswains in the docks. On the morning of the 9th instant when he went to the wharf he found that the harbour launch had not left for the harbour. It was then 7.20 o'clock, and the launch should have been away at 7.10. Witness told the man who was in charge of the launches to get it away immediately. He was ordering the coxswain to get away when the complainant started shouting at him. Witness went behind the fitter, touched him on the shoulder, and asked him what was the matter. Complainant pointed to some small gear lying on the ground, and said something which witness did not understand. Mr. Graham asked the launch man what he was saying, and the latter explained that he wanted to put some gear on the launch. Defendant told complainant to put it on "fit," but the latter did not attempt to do so. Witness tapped him again and asked him if he "served," "fit, fit." Just then the complainant swung round with his left hand and deliberately struck witness on the stomach. Defendant tapped complainant on the jaw with his finger tips, and was just turning round to tell the launch to get away when the complainant sprang at him and attempted to strike him on the face. Witness warned the blow, and complainant then struck at him with his left hand. Defendant again guarded, swung the complainant round, and pushed him with his foot. The fitter made off, returned with a big pole, and was approaching witness when a Chinese detective went up behind him, took the pole, and sent him away.

Cross-examined by Mr. Dixon.

The first blow was struck by you when you struck complainant twice on the cheek?—After he turned round and pushed me I gave him a little tap with my right hand.

Did the man appear to you to be sane?—He was acting in a peculiar manner.

I put it to you that he was acting in a very furious manner?—Yes.

In fact, he appeared to you to be mad?—Yes. Did you hear Sergeant Grant say, "This man is mad"?—No.

When defendant was arrested did he smell of drink?—I didn't smell any.

Re-examined by Mr. Denys.

When you say the man acted in a mad manner do you mean a foolish manner?—Yes. He acted recklessly, and threw things about.

The wife of the complainant testified to visiting the hospital and identifying the body of her child.

Cross-examination she stated that while bathing her child on the afternoon of the 25th ult. she heard a great noise outside. Shortly after her husband left the bathroom she heard him shouting "dangerous," but as she was frightened she did not come out for a while. When she opened the door she saw defendant standing on the verandah. At the door she asked her amah where her child was, and the amah said her (witness's) husband had taken it away.

Inspector J. Kew deposed to going to 29, Bowrington Road, on the evening of the 25th ult. in consequence of a fire alarm. On returning to the station he met the Japanese complainant carrying his child, and took them with him. There he instructed P. C. Capham to take the complainant and his child to hospital. On September 26th he charged defendant with wilful murder, and with inflicting grievous bodily harm. Defendant, after being cautioned, said he did not wish to make a statement on either charge.

In cross-examination witness said he saw the defendant about ten minutes after he was arrested. When he saw him in the station he was of opinion that the defendant was not drunk. Accused appeared to be quite sane.

Mr. Denys stated that he offered no evidence with regard to the third charge, the assault upon the amah.

Defendant reserved his defence, and was committed for trial at the Criminal Sessions.

## MURDER CHARGE AGAINST AN AMERICAN BLUEJACKET.

## ACCUSED COMMITTED FOR TRIAL.

John William Hays, on remand, appeared before Mr. E. R. Hallifax at the Magistrate's Court yesterday to answer a charge of wilful murder, and two charges of assault, causing grievous bodily harm.

Mr. H. L. Denys, junr., from the office of the Crown Solicitor, prosecuted, and Mr. Leo d'Almeida e Castro appeared for the accused. Mr. Anderson, the American Consul-General, had a seat on the bench with his Worship.

Constable R. Watt stated that on September 25th about 8 p.m. he was on the road way opposite the Police Recreation Club, when he heard a police whistle blowing. He went to Bowrington Road, where he saw a crowd of people and flames in house No. 29. Accompanied by Sergeant Ogg he entered this house and they threw the material that was burning over the verandah into the roadway. When the fire was extinguished witness walked into Sharp Street, and had not been there long when a red flagstone dropped a few yards from him. He looked up and saw the defendant standing on the first floor verandah of house No. 2. A bucket was also thrown to the ground, and Sergeant Ogg called to witness to go and stand near the doorway. Shortly afterwards defendant came downstairs, and witness assisted Sergeant Ogg to arrest him.

In cross-examination witness stated that Sergeant Grant was at Bowrington Road before he arrived. The sergeant held a gun in his hands. When witness entered Sharp Street there was a big crowd of people there. He did not hear the man on the verandah shouting. He saw him throw a bucket down, and then he saw him walking up and down.

Did the man appear to you to be sane?—He was acting in a peculiar manner.

I put it to you that he was acting in a very furious manner?—Yes.

In fact, he appeared to you to be mad?—Yes. Did you hear Sergeant Grant say, "This man is mad"?—No.

When defendant was arrested did he smell of drink?—I didn't smell any.

Re-examined by Mr. Denys.

When you say the man acted in a mad manner do you mean a foolish manner?—Yes. He acted recklessly, and threw things about.

The wife of the complainant testified to visiting the hospital and identifying the body of her child.

Cross-examination she stated that while bathing her child on the afternoon of the 25th ult. she heard a great noise outside. Shortly after her husband left the bathroom she heard him shouting "dangerous," but as she was frightened she did not come out for a while. When she opened the door she saw defendant standing on the verandah. At the door she asked her amah where her child was, and the amah said her (witness's) husband had taken it away.

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## CHINA'S SENATE.

## THE IMPERIAL EDICT AND THE REGENT'S INAUGURAL ADDRESS.

The Peking Daily News prints the full text of the edict issued on the occasion of the opening of the Tauchung Yuan, or National Assembly, and also the full text of the speech delivered by H. I. H. the Prince Regent on the occasion.

We append these translations:—

IMPERIAL EDICT.

October 3rd.

A decree was issued some time ago appointing the 23rd day of the 8th moon of this year (23rd Sept.) as the date for the first meeting of the Tauchung Yuan. The members have complied with the sanctioned regulations, by satisfactorily preparing for the opening of the Assembly. Now, according to the memorial, it is stated that the Tauchung Yuan has been inaugurated and strict order has been maintained. We express our deep gratification and admiration. It must be remembered with respect that our late Emperor had adopted this and his Successor the Throne, Emperor T'ai Tsang, having seriously considered the difficult condition of the Empire and intending to improve the fundamental system of the Government, obeyed the instructions of His late Majesty the Empress Dowager by hereditary order to accede to the sentiment of the general public and courageously promulgating the gracious tidings of making preparation for a constitutional government most which makes its appearance for the first time in the history of the Empire, and is to be invariably followed by the future generations. All our officials and subjects alike should feel deeply grateful for this being entrusted with the responsible action of government. We have, upon our accession to the Throne, endeavoured to carry out the wishes of Their late Majesties, in establishing a constitutional régime and have repeatedly ordered the officials in and out of the Metropolis to execute the items of the programme in their consecutive order.

The Tauchung Yuan, which lays the foundation-stone of the House of Commons and the Parliament, and moreover is the most important factor in organizing a constitution, has assumed a proper form after several years' preparation. People at home and abroad are keenly interested in this organization. Now at the first opening of the Tauchung Yuan we specially order the Grand Councilors and High Officers of the Government to be present to arrange all matters and to hand them over to you members for your discussion in accordance with the established regulations. You should remove all prejudices and exert your utmost for the sake of humanity so that on the one hand you may be loyal to the Government and on the other hand you may be able to perform your function as representatives of the public thus carrying into effect the as yet unrealized intentions of Their late Majesties and setting a good example to a generations to come. We, as well as our millions of subjects, have indeed much to hope from you. Let this be specially promulgated for information.

MESSAGES FROM THE THRONE.

His Imperial Highness the Prince Regent, addressing the members of the Tauchung Yuan, said: Since we assumed the Regency, by order of His late Imperial Majesty the Empress Dowager, we find that the situation of the Empire is fraught with difficulties. Day and night we feel uneasy. Princes and high officials are united in one heart to carry out the Imperial instructions by preparing for a constitution in accordance with the order of the items for preparation. Now that the Tauchung Yuan is established and is holding the ceremony of the first meeting of the Yuan, we are exceedingly happy to be able to personally attend the inaugural meeting. There are days of universal enlightenment and progress of civilisation. The most important part of a government lies in good administration and proper legislation. There is something more important, and that is the maintenance of harmony among the upper and lower classes. The Tauchung Yuan is a place for expressing the public opinion. All you members are trusted by the Government. We rely upon you to exert yourselves to the utmost to render assistance in national affairs, to achieve merit in establishing a constitution and so set an example to the future Parliament. Not only is this an organization unprecedented in the history of China, but it is also a forcible, unlimited welfare of the Government. Members should encourage each other in this direction.

THE PRESS.

The newspapers in Peking were all printed in red to commemorate the opening of the Tauchung Yuan. The sentiments expressed therein are unanimously optimistic and hopeful. Good wishes and congratulations were expressed for the future constitution of China.

The total membership of the Tauchung Yuan is 222: 93 appointed by the Throne; 96 elected by the Provincial Assemblies; 66 deputies appointed by the Grand Council and the different Bords.

VALUE OF "WIRELESS."

Wireless telegraphy is now so generally used in merchant ships, says a London contemporary, that its achievements are in some danger of losing their glamour for the public. Still, interesting evidence of its value as a means of communication is afforded by the case of the *Mauretania*, which was given from day to day. The lives of many passengers on an American transatlantic ferry were saved recently, we are told, through the circulation of a "wireless" appeal for help. Another noteworthy instance of the successful use of the system was not quite so simple. When the cargo steamer *Wai Po* was abandoned in mid-Atlantic her crew took to two boats, in one of which were the captain and fifteen men, and in the other the mate and six men.

After spending about three days together the boats lost sight of each other, and the mate was eventually picked up by the Leyland liner *Devonian*. A dense fog prevented the rescuing vessel from finding the other. She warned the *Mauretania* by "wireless," however, that an open boat with part of a ship's crew was somewhere about her course, and the great Canadian soon found the distressed mariners. These communications between ships in distress are each other are striking evidence of the high value of the apparatus. An Atlantic liner fitted with it need never be "out of touch" all the way across. It may even in fog get its bearings from lightships. The case of the Canadian steamer *Senator* is in point. She was in a dense fog, and her master reckoned that her position was close to Cape Flattery. There was no signal, however, from the lightship. But he got into touch by "wireless" with the naval station at Tatoush, and asked to be assisted by means of fog-signals. The signals were given, and the *Senator* was safely navigated into Paget Sound "without losing her speed."

## AUSTRALIAN PASSENGER TRAFFIC.

## TWELVE NEW LINERS.

The growth of the passenger traffic between this country and Australia is evidenced by the number of fine, well-equipped liners of big tonnage which have been ordered by some of the leading British steamship companies. The Peninsular and Oriental Steam Navigation Company, for example, have contracted for two vessels, each of 12,500 tons, to be employed in their mail service by the Suez Canal route.

These two ships, to be named respectively *Malaya* and *Medina*, will be the largest vessels which will sail under the company's flag. Both vessels are now under construction, and it is expected that the first will be ready for launching at the beginning of next year. In addition to these liners the P. and O. Company have invited tenders for two steamers for their Australian service by way of the Cape of Good Hope.

Yet another mail carrying company which is increasing its fleet of Australian steamers is the Orient Line. During the last two years five ships, each of 12,000 tons, have been built for them, and a sixth steamer of 13,000 tons is now being constructed on the Clyde. To be known as the *Orana*, her owners expect that she will be ready for their mail service about the middle of next year.

These companies which ply to the Antipodes round the Cape of Good Hope are also augmenting their fleets by some fine ships of large tonnage. Early next year the two 12,000-ton liners *Thermistocles* and *Demosthenes* will be launched at Belfast for Messrs. George Thompson & Company, of the Aberdeen White Star Line. A unique point in regard to these vessels is that each will be equipped with a single-deck cabin for third-class passengers. This is quite an innovation in the steamship passenger trade. These liners, which will both be fitted with wireless telegraph apparatus and submarine signals, are expected to make the passage from London to Melbourne in about 10 days. Also bearing classical names these steamers which Messrs. Alfred Holt & Company, of the Ocean Steamship Company, are shortly to employ in their recently-organised passenger service with Australia, will make their voyages by way of the Cape of Good Hope. The *Edessa*, the first of the three ships, has recently been launched at Belfast. She is a steamer of 10,000 tons and will have accommodation for about 500 first-class passengers. No other class will be carried. The *Edessa* is scheduled to leave Glasgow on November 18. She will call at Fishguard on the following day and is due at Adelaide on December 23. The two sister ships will be named *Aeneas*, which is due to begin her maiden voyage on December 30, and *Anticles*, which will be ready for service a couple of months later.

For the New Zealand trade some new liners have also recently been launched. The New Zealand Shipping Company, to whom belongs the credit for adopting the steam turbine in a round-the-world service, have recently had launched for them the liner *Rotorua* of 11,500 tons. She will be engaged in their regular passenger service between London and New Zealand ports, and is fitted to make her first sailing from the Thames on October 27. An addition to the fleet of the Shaw, Savill & Albion Company is the 8,000-ton cargo and passenger steamer *Pakeha*.

Altogether these twelve new steamers will have an aggregate tonnage of about 130,000 tons. A point of interest is that three of the ships will be propelled by what is known as combination engines. In other words, they will each have two sets of reciprocating engines driving propellers, with a central low-pressure steam turbine driving a midships screw. The vessels that will employ this type of machinery are the *Orana*, *Demosthenes*, and *Rotorua*.

SOME VENTILATION PROBLEMS ON MERCHANT SHIPS.

An interesting paper on the subject of the ventilation of merchant ships was read at one of the meetings in Brighton, last month, of the Royal Sanitary Institute. As voyagers are well aware, pure air is not over-plentiful in the cabins and saloons of an ordinary channel or ocean-going steamer. Things are, of course, much better than they were. There is greater roominess, more light, and better ventilation. But in order fully to appreciate the advance of the marine ventilating engineer, it is necessary to live for a little on a vessel of the type of the New York liner. Here the conditions which are to be found in hotel ashore are repeated, notwithstanding difficulties of the most discouraging kind.

The author of the paper read at Brighton—Fleet-Surgeon Home—illustrated these difficulties very graphically. He pointed out that, "under protest," sanitary engineers accept 300 cubic feet as the limit of space per adult in a common lodging-house. Until the passing of the Merchant Shipping Act of 1907, the prescribed minimum space for a merchant seaman was 72 cubic feet. Since 1907 it has been 120 cubic feet. The emigrant has 105 cubic feet on a deck 7 ft high, or 170 cubic feet "on a lower deck less well lighted and ventilated than the main." "The spaces in which the ventilating engineer works ashore are much less circumscribed than these, yet the ventilating engineer who practices his or it abroad achieves, at any rate, as high a degree of success.

Fleet-Surgeon Home indicated the degree of the marine ventilating engineer's success by a reference to the thermometer of the *Mauretania*. There are two thermometers, one at the top of the ship, and one at the bottom of the ship. They supply air to all parts of the ship while the officers generally are exhausted by trunks leading to the funnelings. They collect the purest air, warm it, and pass it through a fan at a temperature regulated automatically within 2 deg. From the fans it passes to the area of distribution at the rate of 33.3 cubic feet per second for each tank, or 800 cubic feet per hour for every person on board. On some Channel steamers which Fleet-Surgeon Home did not mention the achievement is quite notable. The thermometers of the Great Eastern Railway Company's turbine steamers, and those of the new turbine steamers of the London and South-Western Railway Company, completely change the air ten times an hour.

RAILWAY LOANS.

A Chinese telegram says that the Yuchang proposed to obtain foreign loans to build a railway from Kowloon to Tientsin. This suggestion was firmly opposed by Duke Tai Tse of the Ministry of Finance, who is of opinion that "such an important line would have to be connected with private railways such as the Szechuan-Hankow, the Pienling-Loyang, etc., and should foreign loans be used the result will not only be loss of control of the Tibet railway, but the north-western lines will also be involved. It is determined, therefore, to undertake the enterprises with what funds may be raised in Szechuan, and that the Yuchang and the Ministry of Finance and War shall endeavour to supply any deficiency.

## THE AMERICAN COMMERCIAL COMMISSIONERS.

## THE FUTURE OF HANKOW.

The American Commercial Commissioners who came over from the Pacific Coast at the invitation of the Chinese Chambers of Commerce are being well feted in the North. On the 3rd inst. they were at Hankow, where they were entertained by the local Chamber of Commerce.

Captain Robert Dollar, speaking on behalf of his associates at a largely attended banquet, said he did not think that there had ever been in any nation such a wonderful reception as had been accorded to this American party by the Hankow Chamber of Commerce. Capt. Dollar proceeded to say—

I will endeavour to confine my remarks to talk to you as a businessman to businessmen, and consequently they must be practical. The object of our visit was set forth in the invitation which you sent us. At the end of it you say, "To promote mutual good will, and the growth of trade between the two countries." You have a wide field into parts; the first part has been dealt with fully everywhere we have gone; our receptions have been sincere and cordial, and even thus early in our journey I consider it has been accomplished. The second part is not so easy and will fall to the almost all our thoughts, ability and energy to accomplish. As I am addressing an audience in what you are very proud to call the Chicago of China, and which I accept as a great compliment to Americans, I will confine my remarks to the Yangtze valley, seeing that one quarter of a billion people live in the valley and its tributaries. I confess to have taken a subject so great that it is hardly beyond my ability to do it justice. During the last few years the trade has increased tremendously. This, in some measure, is the result of railway communication, which has only begun in a usual way. As we look forward to Hankow being the railroad centre of China, and being at the head of deep water navigation, it will certainly be the great commercial centre of China. The reason of this is not far to seek. This is one of the richest agricultural valleys in the world, capable of producing everything that man requires in abundance. Up to the present time you lack here a manufacturing plant, but with your agricultural productions and your natural resources you will be able to manufacture for the whole world. In time your river must be made navigable for vessels drawing twenty feet of water all the year. This I know to many of you would seem an almost impossible task, but greater things than this have been done in the world. I have given this matter some thought, and I consider it an absolute necessity that this work shall be done. There are only two shallow places to be overcome, and as soon as trade develops as we expect, the necessity will be more apparent. So do not be discouraged, as men, money and energy can accomplish anything in reason. We are engaged in a much greater undertaking at present, I mean the Panama Canal. I expect to live to come up this river in January or February, in one of my vessels drawing 25 feet of water. As to the future prospects of this great valley, I have often thought over what this would be. But I am free to say that the possibilities are so great that it goes completely beyond my comprehension. In agriculture, while the high state of cultivation could still be bettered by fertilizers and your crops increased 15 to 25 per cent., and more remunerative crops will be raised, I commend this suggestion to your careful consideration. A few years ago sesame seed was almost unknown. Now your exports of this commodity are very great. No doubt you will go into cotton growing on a large scale, especially when your cotton mills will be built in numbers and on a large scale. But when we consider your minerals, we are lost in wonder. A German expert claims more coal in this valley than exists in the whole of the world. I think it quite safe to make the same estimate of your iron ore. Now with these two minerals lying side by side and in a country of cheap labour, and the abundance of it can better be understood by again repeating that one-sixth of the inhabitants of the world live in this great valley and its tributaries. And seeing that a very properly called the age of steel, I will not live to see it, but the day is coming when the production of steel from this country will exceed that of the world. In railroads is your great hope to open up and develop your country. You have an example before you of what the Peking-Hankow Railroad has done for the country through which it passes. When this road was built there was no freight to carry but in harvest time. It is now taxed to its utmost capacity. The South Manchurian Railroad has been double tracked, and it also, at times, cannot carry the freight. And now a quarter of a million tons of beans alone come over that road for export in 1909, and as you continue building additional roads you will find these conditions continue. I consider the Province of Szechuen the greatest mineral-bearing country in the world, and with its 46 millions of people, as soon as the railroads run through it, we will hear from it. It is practically unknown now to the world except to a very few travellers. From what I have said, you will readily understand that you have a gigantic task on your hands and it will take all the energy you are possessed of and you must have money to do it with. One very important factor in what we call "Capital of Industry" to direct all those vast works. I am pleased to say that you do not require to go abroad for them, as from personal experience I know you have them right here to start with. However, I wish to say to you, all these great undertakings can only be accomplished with lots of hard work and you want to be up and doing, as your valuable heritage is of no value unless you develop it. The United States also received a valuable heritage, and by persisting hard work it has developed into a rich country, and you have as good an opportunity as we had. So you have a prospect ahead of you that no country has provided you grasp the opportunity.

THE "BEDFORD" WRECK.

The wreck of H.M.S. *Bedford* was to be sold at public auction at Yokohama, on October 10. This disposition of the ill-fated cruiser was decided upon by Admiral Sir A. L. Winsloe, Commander-in-Chief of the British China Squadron, just before he departed for the Siberian littoral. The wreck was to be sold just as it lies on the Samarang Rock in the Korean Straits. The chance to make or lose a small fortune, the *Japan Advertiser* thinks, would probably be taken by several salvage companies, representatives from several having already left for the scene of the wreck to make an inspection before bidding. Unless the vessel should break to pieces before she can be completely raised, whoever bids for her should be able to make good on his investment, as, according to Admiral Winsloe's statement, only the guns and movable furniture that were in the superstructure of the *Bedford* were removed by the British and Japanese vessels which went to the assistance of the wrecked cruiser.



## REST AND PEACE

Fall upon distracted households when Cuticura enters.

All that the fondest of mothers desires for the alleviation of her skintortured and disfigured infant is to be found in warm baths with

CUTICURA SOAP

And gentle anointings with Cuticura Ointment.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 13th October state—

Our local market has suffered more or less from the prevailing business depression throughout the past week, and rates on the whole lower than last reported, with a tendency in some instances towards further weakness. "Rubbers" continued to advance until about the middle of the week, when a reaction, due probably to London settlement influences, set in, and the market does quiet but steady at the decline.

Fine Hard Para Rubber, which advanced during the period under review to 7½ per lb, is now quoted at 6½ per lb, and the tone of the London share market "firm." Bar Silver in London has advanced to 25 per oz, and Sterling exchange to 1¼d T. The T. T. rate on Shanghai is quoted at 7½, and the bank's buying rate for 30-day bills at 74.

BANKS.—Hongkong and Shanghai are reported to have been sold at 92½, but at the close are on offer at the reduced rate of 92.0. London is somewhat firmer at £86 10½, the last quoted rate per Reuter. American shares advanced to 830 with buyers.

MARINE INSURANCES.—Unions after small sales at 840 are procurable at 837½. Canton has again been done at 8190, but at the close shares are probably obtainable at this rate. North China have declined to 112½ sellers, and Yangtze to 8195 with sales.

FIRE INSURANCES.—Hongkong have been sold and can still be placed at 6355. China have been booked at 6115 and more shares are wanted.

SHIPPING.—Hongkong, Canton and Moons after sales at 31 and 31½ close with probable buyers at 31½. Indemnities are still on offer at 82 for the preferred and deferred combined and Donglases can be procured at the reduced rate of 822. China and Manilas are easier with sales and sellers at 810. Shell Transports have advanced during the interval to buyers at 83½ after intermediate sales at 81½ and 82½.

REFINERIES.—China Sugars are weaker with sellers at 8145 and no business reported. Luzons are quiet and without feature at 815.

MINING.—No business is reported under this head, and quotations are without change.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have declined to 849 with sales and further sellers. Kowloon Wharves have been done at 854, 84½, and 855, and close with buyers at 854. New Amoy Docks, Shanghai Docks, and Shanghai and Hongkong Wharves are unchanged, and without local business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been bought at 8100, and more shares are required for. Kowloon Lands are still in request at 832 and West Point can also be placed at quotation. Hongkong Hotels have declined to 89 sellers for the old and 874 sellers for the new. Humphrey's Estate is quoted at 874 sellers, and Shanghai Lands at 111 nominal.

COTTON MILLS.—Hongkong have been booked at 831 and 835, and more are wanted at the latter rate. Internationals have advanced in the North to 115.50, but otherwise quotations for Northern stocks are unchanged and without local business.

MISCELLANEOUS.—Cements have been booked at 84.65, China Borneo at 89, and China Portland at 88 and 88½. There are buyers of Watson's at 868 and Powell's at 82. Other stocks in this section are unchanged, but obtainable at quotations.

RUSSIAN.—London is a buyer of Eastern and International Trusts at 12½ premium, of Allagans at 5½, and Ledburys at 72½.

The following are the latest quotations to hand by wire from London—middle prices:—

Highlands and Lowlands ... 107/6

Ledburys ... 75/

London Asiatics ... 123/

London Ventures ... 5/6



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: FAMES CODES: A.B.O. 5th Ed. Inter's.

## NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.  
(British Section.)

## NOTICE

A SPECIAL PASSENGER TRAIN will leave KOWLOON FERRY STATION on SUNDAY, the 16th inst., at 9 A.M., for the Frontier. Intending Passengers may book by this train and return by train leaving LOMO either at 11 A.M. or 5.40 P.M. BY ORDER. Hongkong, 15th October, 1910. [1173]



SANITARY BOARD OFFICE,  
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North thereof through the Yamatou Service Reservoir to the Northern boundary of Kowloon. The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 15th day of October, 1910. W. HOWEN-BOWLANDS, Secretary.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADER REPORT is now ready and contains:

Epitome of the Week's News.  
Leading Articles:  
The Revolution in Portugal.  
China's Credit.  
Republican Macao.  
The Panama Canal.  
New Companies Ordinance for Hongkong.  
Random Reflections.  
The Railway.  
Breach of Promise Action at Singapore.  
Hongkong News.  
Volunteer Reserve.  
Hongkong Legislative Council.  
The Republic proclaimed at Macao.  
Hongkong Sanitary Board.  
The Old schoolmaster.  
The Great Nicola.  
China's National Assembly.  
Sporting Notes.  
Hongkong Cricket League.  
A New Solicitor.  
The Theft from the "Charles Hardouin."  
The "Siberia" in Collision.  
Murder Charge Against an American.  
Bluejacket.  
The Morrison Street Collapses.  
Supreme Court.  
Queen's College Aquatic Sports.  
The Canton-Bankow Railway.  
Par Eastern Telegrams.  
The Toyo Kaisha Kaisha.  
The Credit System.  
Sporting Notes.  
The Recent International Incident in Manchuria.  
The Trade of Korea.  
Foreign Visitors to Japan.  
Educational Statistics in China.  
Commercial.  
Shipping.  
Extra copies 50 cents each, Cash.  
Copies can be posted from this Office to addresses sent; including postage 34 cents each.  
\$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 15th October, 1910.

## NOTICE OF FIRM

## SUN SHING

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING FO has been appointed MANAGER. The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHEI,  
TSI YUM CHEI,  
SUM PAK MING,  
PUNG HUNG CHUN,  
CHUNG HUNG HO,  
CHUNG YUNG CHAU,  
CHUNG MAN HING,  
CHAN YU MUT,  
LEUNG HOK LAU.  
Hongkong, 11th October, 1910. [1165]

## NEW ADVERTISEMENTS

# HARMSTON'S GRAND CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS. GRAND OPENING NIGHT! MONDAY, OCT. 17TH, AT 9 P.M. Location: CAUSEWAY BAY. OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTES 30 IN NUMBER 30

JOHN ROUGAL'S  
Most up-to-date Animal Act in the World.  
**FIVE FULLY GROWN TIGERS**  
Performing in a Large Cage erected in the Circus arena.  
**THE BROTHERS KAVANAGH,**  
AUSTRALIA'S PREMIERE SOCIETY JUGGLERS.  
**THE WEITZMAN TROUPE**  
(5 in Number)  
Gymnasts, Equestrians and Acrobats.  
**THE TRIO PROLIC**  
Two Ladies and One Gentleman.

**THE SISTERS LOUISE AND ANGELINA BASCA**  
In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.  
(Cartridges 22 Shot.)  
**PICCOLO AND FIORI (CONTINENTAL COMEDIANS)**  
With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.  
**ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"**  
Who Performs throughout the Whole Programme.

**RUDSIT TRAMP CYCLIST.**  
Miss JESSIE BOWER,  
Song and Dance Artistes.  
**AND THE CHAMPION ALL ROUND DUO.**  
**DICK HAYES.**  
Talking and Singing Clown.  
N. V. LITTE,  
The Mirthful Mimic.

**JENNIE & WILLIE HARMSTON-LOVE.**  
Our Stud of Performing Horses and Ponies Trained and Introduced by  
**ALFRED RYAN.**  
OUR BEAUTIFUL ARAB STALLIONS.  
Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS, KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.  
Booking for Boxes and First Class Chairs at Robinson Piano Co.

**SPECIAL MATINEE PERFORMANCES**  
WEDNESDAY and SATURDAY AFTERNOON, 19th and 22nd OCT.  
Doors Open at 5 o'clock. Performance at 4 P.M. sharp. Children Half-Price at Matinees only.  
Evening Performance at 9 P.M. sharp. Doors Open One Hour Earlier.

PRICES OF ADMISSION.  
Full Box 6 Chairs ... \$15.00  
Single Seat (Box) ... 3.00  
Chairs ... 2.00  
Gallery (Natives only) ... 50 cts.  
Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.  
Booking at ROBINSON PIANO CO.  
N.B.—Special Trains will run before and after the Performance.  
**MADAME HARMSTON-LOVE** ... Proprietress.  
**COL. BOB-LOVE** ... Manager.  
**R. ALTON** ... Agents.  
**W. H. BROWNE** ... [1175]

JUST RECEIVED and FOR SALE for the PRESENT SEASON.  
From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.  
A selection of the best varieties of their famous and tested

**VEGETABLE and FLOWER SEEDS.**  
ALSO  
GARDEN FERTILISERS, BOOKS OF GARDENING, &c., &c.

**GRAU & CO.**  
1131, 27, DES VOUX ROAD, HONGKONG.

TO LET.  
TO LET.  
TO LET.

NEW and COMMODIOUS SHOPS.  
No. 1, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, Yau Ma Tei, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**  
Hongkong, 1st December, 1909. [790]

TO LET.  
SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—  
**J. HENNESSEY SETH,**  
No. 8, Des Voux Road Central.  
Hongkong, 1st October, 1910. [795]

TO LET.  
NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

1 HOUSE in Bellvue Terrace.  
OFFICE in BRACKENFIELD ARCADE.  
No. 9, BEACONSFIELD ARCADE (Shop).  
C. M. S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.

FOR SALE.—A Small Furnished House, 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 6th October, 1910. [91]

TO LET.  
GODOWN, No. 5A, DUDDELL STREET.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st October, 1910. [88]

TO LET.  
IN SHAMEN, BRITISH CONCESSION, CANTON.

A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

For Particulars, apply to—  
**HERBERT DENT & Co.,**  
Canton.  
Canton, 22nd September, 1910. [1106]

TO LET.  
MODERATE RENTAL.

HOUSES in Observatory Hills (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—  
**ARRATON V. APCAR & Co.,**  
14, Des Voux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [875]

## PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned THIS DAY (SATURDAY), the 15th October, at Noon.  
The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.  
**JARDINE, MATHESON & Co., Ltd.,**  
General Agents.  
Hongkong, 15th October, 1910. [1110]

## WANTED

A SMART and Pleasant-Mannered RUNNER for a First-Class Hotel. Apply with references. Certificate of last discharge indispensable.  
Box D. 12,  
Care of "Daily Press" Office.  
Hongkong, 10th October, 1910. [1158]

## WANTED: JANUARY 1st.

FURNISHED or UNFURNISHED HOUSE.  
Address—  
Care of "Daily Press" Office.  
Hongkong, 10th October, 1910. [1159]

## SITUATION WANTED.

JAPANESE GIRL, wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently.  
Apply to—  
**NASU,**  
12, Gresson Street.  
Hongkong, 14th October, 1910. [1170]

## AN EXHIBITION OF WORK

WILL BE HELD BY THE 2ND BN. THE BUFFS, IN THE

## R. E. THEATRE.

WELLINGTON BARRACKS, ON MONDAY AND TUESDAY, the 17th and 18th October, 1910.

Doors Open from 4 P.M. to 7.30 P.M. on 17th, and from 11 A.M. to 6 P.M. on 18th.

Some of the Work Exhibited will be marked for Sale.

No Charge will be made for Admission.  
Hongkong, 10th October, 1910. [1160]

## JUST PUBLISHED:

"POPPY PETALS,"  
By D.R.C.  
Author of "LUI SING,"  
"The Flight of an Arrow," &c.  
Price ... \$3.50.

THESE TALES are not the worn tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

**KEELY & WATSE, LTD.,**  
Hongkong, 27th September, 1910. [1114]

## FOR SALE

FOR SALE.  
REMAINING PORTIONS of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

**MARINE LOT No. 285**  
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—  
**G. FENWICK & Co., Ltd.,**  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

## ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE ... \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## AUCTION

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, On THURSDAY, the 20th day of October, 1910, at 12 o'clock, Noon, at their AUCTION ROOMS in the VALUABLE LEASEHOLD PROPERTY IN ONE LOT.

Known as Nos. 2, 4, 6, 8, 10, 12, 14, and 13, LI SING STREET, Victoria, Hongkong.

The property consists of all that piece or parcel of ground situated at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the REMAINING PORTION of MARINE LOT NUMBER SEVENTY-ONE and now known there as Sections B, S, T, U and the Remaining Portion of Marine Lot Number Seventy-one, and has an area of 8,200 square feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors, MESSRS. DEACON, LOCKER & DEACON, No. 1, Des Voux Road, Central, Hongkong, and also from the Auctioneers.

Hongkong, 10th October, 1910. [1161]

## INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at HAPPY VALLEY, TODAY (SATURDAY), the 15th October, 1910, commencing at 5.30 P.M.  
The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.  
Soldiers and Sailors in uniform Half-Price.  
The Committee invite the Ladies of Hongkong to be present.

At the conclusion of the Racing the following Ponies will be put up for Auction:

"LIAMA CHIEF"  
"JOCK SCOTT" (late "Palm Tree")  
"RUFUS"  
"HINTON."

REGINALD F. C. MASTER,  
Hon. Secretary and Treasurer.  
Hongkong, 15th October, 1910. [1166]

## "BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF  
H.E. SIR HENRY MAY, K.C.M.G.,  
H.E. MAJ. GENERAL BROADWOOD, C.B.  
COMMODORE EYRES, R.N.

AN ENTERTAINMENT  
Will be held  
AT THE  
CITY HALL,  
TODAY (SATURDAY), 15th, AND  
MONDAY, 17th OCTOBER.

Seats may be booked at the ROBINSON PIANO Co.  
Hongkong, 27th September, 1910. [1095]

## NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to No. 8, DES VOUX ROAD CENTRAL, 2nd floor (corner of Lee House St.)  
WEASER & RAVEN,  
Architects and Surveyors.  
Hongkong, 1st October, 1910. [1134]

## BANKS

THE BANK OF TAIWAN, LIMITED.  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 5,250,000  
Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Swatow Tainan  
Canton Kobe Tamsui  
Fookow Nagasaki Tokyo  
Keelung Ooka Yokohama

HONGKONG OFFICE:  
3, DES VOUX ROAD.  
Interest allowed on Current Accounts  
Deposits received on terms which may be had on application.

D. TOHDOW, Manager.  
Hongkong, 12th September, 1910. [591]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000  
RESERVE FUND ... Gold \$3,250,000  
(about \$1,500,000)

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.  
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.  
For 6 " 3 1/2 " " "  
For 3 " 3 " " "

N. S. MARSHALL,  
Manager.  
No. 9, Queen's Road, Central.  
Hongkong, 17th August, 1910. [554]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABE,  
Acting Chief Manager.  
Hongkong, 16th July, 1910. [119]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 12,378,100 (£1,031,500)  
Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DIACONS BANK,  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per cent.  
6 do. 3 1/2 do.  
3 do. 3 do.

C. WOLDRINGH, Manager.  
No. 16, Des Voux Road Central.  
Hongkong, 4th August, 1909. [23]

## BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Tada 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Shanghai, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:  
KORNICHELE BERHANDLUNG (PERMISSIOEN STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHRODER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WALDSCHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHN JACOB S. H. STERN

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR., & Co., Koeln. BADISCHE HYPOTHEKEN UND WOHNBANK, MÜNCHEN.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOHN, Manager.  
Hongkong, 4th December, 1907. [22]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 552,000  
RESERVE FUND ... 235,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:  
For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 3 per cent.

EVAN ORMISTON, Manager.  
Hongkong, 26th April, 1910. [21]

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUND ... 16,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:  
Tokyo London Osaka  
Nagasaki San Francisco Lyons  
New York Shanghai Honolulu  
Bombay Peking Hankow  
Newchwang Dalny Port Arthur  
Antung Liuyang  
Tientsin Chiang Chun Mukden  
Kobe

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 4 1/2 per annum  
" " " 6 " 3 1/2 " "  
" " " 3 " 3 " "

"TAKEO TAKAMICHI," Manager.  
Hongkong, 26th September, 1910. [393]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS:  
STERLING ... \$1,500,000 at 2 1/2—\$15,000,000  
SILVER ... \$15,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS:  
G. BALLOCH, Esq.—Chairman.  
ROBERT SWAN, Esq.—Deputy Chairman.  
F. H. ARMSTRONG, Esq. S. A. LEVY, Esq.  
ANDREW FORBES, Esq. F. LIOB, Esq.  
G. FRIEDLAND, Esq. W. LOGAN, Esq.  
Hon. Mr. H. KENNEDY G. H. MEDHURST, Esq.  
C. R. LOMAX, Esq. H. A. NISBET, Esq.

CHIEF MANAGER:  
Hongkong—J. E. M. SMITH.

MANAGER:  
Shanghai—H. E. B. HUNTER.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STABE, Acting Chief Manager.  
Hongkong, 29th September, 1910. [18]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.



**16** of delicious strengthening Bouillon  
—a delight for the strong, a godsend for the weak—made from 2 ozs. of  
Lemco. The rich beef goodness of LEMCO has restored thousands of invalids  
to robust strength.

A user writes: "I have derived great benefit  
from Lemco. I had suffered much from  
"anemia, and am now getting well, thanks to  
"Lemco."—Mauritius.

**Lemco**  
LEMCO & Lloyds' Agents, London, E.C.

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE**  
Very palatable.

Known throughout the world and prescribed in all cases of  
*Anemia, Debility and Convalescence, to young women children  
and the aged, invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

**BUILT FOR THE FAR EAST.**

**Hazlewood**  
CYCLES

are built in the very best of the cycle industry—entirely built-up by experienced British workmen  
the material and the best and most reliable. It therefore follows, that with good workman-  
ship and material, combined with up-to-date appliances, the products of the Hazlewood  
factory (which 30 years) are right, that is, right in design, right in bearing, right in finish,  
right in price, and, furthermore, they live as long as the bicycle.

All models and grades of machines are produced by "Hazlewood's" Roadster  
(light or full), Road Racer, Lady's, Children's, and "Prademo's".  
Prices (Ladies and Gent's) range from Rs. 90 upwards.

EVERY MACHINE GUARANTEED.

AGENTS:—We shall be pleased to grant representation rights to firms able to handle our goods in quantities.  
Applications to be addressed to our works. Orders to be placed through regular merchant houses.

**HAZLEWOOD'S, LTD., COVENTRY.**

**"GUARANTEED"**  
UNDER THE PURE FOOD AND DRUGS ACT,  
UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United  
States of America there is placed an extra label, bearing a number, and the  
word "Guaranteed," which denotes that the proprietors of Dr. Morse's Indian  
Root Pills guarantee that they contain nothing that is not in strict accordance  
with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's  
Indian Root Pills comply with the regulations of the Department of Health,  
both as to the standard of purity of the ingredients used in their manufacture,  
and also that they are a good, wholesome remedy for the purposes they are  
advertised for. Dr. Morse's Indian Root Pills are a purely vegetable sugar-  
coated medicinal preparation, carefully compounded by experts, and are manu-  
factured on the premises under the direct supervision of the proprietors. The  
care taken in the production of these Pills, is illustrated by the manner in  
which they are packed. Instead of being put up in cheap wooden boxes—that  
absorb poisonous and other substances—they are packed in glass bottles at a  
cost of five or six times that of wooden boxes. The extra cost is more than  
made up in the satisfaction of knowing that the Pills reach the public just as  
they left the laboratory, unaffected by moisture or climatic changes and free  
from contamination by contact with any foreign matter.

They are a perfect  
Blood-Purifier and a  
positive and permanent  
cure for Biliousness,  
Indigestion, Consti-  
pation, Headaches,  
Bilious Colic, Liver  
and Kidney  
Troubles, Piles, Hem-  
orrhoids, and  
for Female Affections.

**DR. MORSE'S  
INDIAN ROOT  
PILLS**  
FOR THE LIVER

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally,  
at 40 Cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd.,  
Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

**LIFE WITHOUT HEALTH IS LIVING DEATH.**

**VETARZO BRAIN AND  
NERVE FOOD**

This remarkable compound, the latest discovery of modern times, is without equal in all cases  
of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other  
influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia,  
low spirits, mental and bodily prostration, want of confidence, general debility, premature decay  
or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to  
nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations,  
different phases of brain and nerve weakness and exhaustion, the cause of by far the greater  
portion of the misery, ill-health, and dependency by which we are confronted on every hand, that  
can only be successfully combated by the use of this wonderful and highly scientific preparation.  
Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening  
wasting discharges, restores the falling energies, and imparts new life and vigor to those who  
had so recently seemed played out, used up and valueless. Bottle Price 2s. 6d.

**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**

**VETARZO BLOOD  
MEDICINE**

Never before was there anything like it, nor can its marvellous properties ever be equalled in  
all cases of poverty, impurity, or other impurities of the blood from whatever cause arising.  
No sooner is it introduced into the system than it permeates and penetrates to the minutest capil-  
laries, overcoming and expelling disease, whereas before and in its place, removing all blotches,  
all blotches, pimples, acne, scurvy, eruptions and glandular swellings, discolorations, roughness  
and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism,  
sciatica, lumbago, pains and swellings of the joints, discharges, blood poisons, eczema, lepro-  
sy, the general health, and quickly removes long-standing bronchitis, asthma, and hacking,  
asthma, spasmodic cough, too often the precursor of consumption. Bottle Price 2s. 6d.

Sole stamped addressed envelopes for free booklet, or P.O. 2/6 for trial bottle of either  
remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors  
may try to sell you something else for extra profit—do not accept it, but insist on having  
VETARZO. The genuine has the word "VETARZO" Government Stamp.

**VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.**

## SCIENTIFIC MISCELLANY.

**A SENSITIVE MICROPHONE.**

The novel hydraulic microphone of Signor  
Majorana, Italian physicist, embraces a small  
glass tube through which flows a stream of  
slightly acidulated water. Near the top of the  
tube is a side aperture closed by a sensitive  
diaphragm, which is joined by a short rod to the  
diaphragm of a telephone mouth-piece. As the  
water emerges from the bottom of the tube it  
passes between two platinum electrodes, com-  
pleting the circuit between them. Speak-  
ing into the mouthpiece sets the flowing  
water into vibration, thus varying the resistance  
between the electrodes, and transmitting the  
sound vibrations through the electric circuit.  
This microphone has been used in wire-  
less telephony over a distance of 250 miles  
or more. For this purpose it is placed in the  
circuit of a Poulsen generator, consisting  
essentially of an electric arc in an atmosphere  
of hydrogen, and the electric waves from  
his pen from the transmitting antenna  
to the air, are caught by the receiving  
antenna, and then passed through a pyro-  
platinum thermopile, setting up a current  
that reproduces in a telephone the sounds  
or words transmitted. When this microphone  
was tried on the telephone line between London  
and Rome, about 1,200 miles, conversation was  
plainly heard, although the ordinary microphone  
does not work at that distance.

**THE STIMULATION OF DEEP BREATHING.**

The remarkable effects of deep breathing,  
which seem to have been generally overlooked  
although well known to divers and others,  
are found by Dr. D. F. Comstock, of Boston,  
to be: Marked increase in the time the system  
can do without respiration; mental stimula-  
tion, a short increase in physical endurance;  
and a rise in the pulse. In his own ex-  
periences, four minutes of enforced breath-  
ing made it possible to hold the breath 33  
minutes, the limit without the preparation being  
56 seconds. Another person succeeded in hold-  
ing his breath five minutes after the preliminary  
breathing.

**A PIONEER ENGINE.**

The new German strong-battery locomotive  
is 25 feet long, has two 35-horse-power motors  
geared to the axles, and weighs 19½ tons,  
including an Edison battery of 59 tons. With  
a 33-ton car, it can run 130 miles on a single charge.

**FIRE-BUILDING BY AIR COMPRESSION.**

The Burmese, still without matches in damp,  
remote parts of the country, have made the im-  
portant practical discovery that heat is generated  
by the sudden compression of air or other gas.  
An instrument described by Prof. O. P. Monck-  
ton, of Calcutta, consists essentially of a  
buffalo's horn, with a quarter-inch hole bored  
nearly to the bottom and fitted with a tight  
piston. In a recess in the lower end of the  
piston is placed a piece of dry pith or  
other inflammable material. The piston is  
then inserted in the horn cylinder, dried  
down by a smart blow, and quickly  
withdrawn, when blowing on the pith causes  
it to burst into flame, giving fire to the in-  
genious Burman. It is calculated that if the  
cylinder is two inches long and the piston is  
driven to within a quarter-inch of the bottom,  
the temperature should be raised from 80 degrees  
F. to 790 degrees F. Heat is given out during  
compression, however, and the piston is never  
perfectly air-tight, so that in practice there is  
a loss estimated at about 25 per cent.

**CAN PEAT GROWTH ENHANCE  
PERMANENT FUEL?**

The exhaustion of the world's fuel will un-  
doubtedly be deferred by the use of peat to sup-  
plement the product of the coal mines, and this  
reserve is known to be enormous, while an  
optimistic theory suggests that it may be made  
unlimited. Ireland alone has 2,800,000 acres of  
unused peat, with a depth of 16 to 30 feet. It  
is estimated that the peat averages 18,231 tons  
to the acre, and, on the assumption that the  
calorific value is one-tenth of that of coal this  
would equal 1,823 tons of coal, or a total of  
5,104,000 tons of coal for Ireland. At least  
half of this would be economically available  
for steam raising. It is not conclusively  
proven that the peat bogs can be reproduced,  
but the claim is made that in some cases  
they increase 5 or 6 inches a year, the  
growth depending on the character of the  
plants. This suggests that our fuel supply,  
after all, may be made permanent by conserving  
and cultivating the bogs.

**A NEW COTTON.**

Seeking a substitute for high-priced cotton, a  
spinning company at Chemnitz has obtained  
usable fibre from the seeds of the kapok, or silk-  
cotton tree of the tropics. The fibre is naturally  
brittle, but Prof. Goldberg has so treated it that  
it is spun into a very soft, silky and inexpensive  
yarn, the durability of which is yet to be tested.  
The fibre is already much used in padding  
furniture, for pillows, etc.

**IMPROVED ENSILAGE.**

An industry that is little considered but of  
growing importance is the culture of the micro-  
scopic vegetation known as microbes. The  
well chosen and prepared cultures serve for  
regulating and improving various products, a  
special yeast, for instance, giving the desired  
bouquet to wine, and the use of the right spore  
culture in cheese-making determining whether  
Roquefort or other variety shall be produced.  
The new idea of J. Crolbois, a French  
experimenter, is to preserve silo fodder  
by means of a culture of lactic ferments. In  
the silo, under a protective covering of straw,  
the fodder undergoes an acid fermentation that  
makes it readily digestible and gives it a taste  
agreeable to cattle, but the process is irregular  
and uncertain, and much fodder is often of poor  
quality. In the North of France the fodder  
used consists largely of the pulpy residue from  
sugar beets, of which many thousands tons are  
kept for the winter fattening of cattle. In a

Preliminary trial, M. Crolbois treated 300  
kilograms of residue with 6 litres of  
beet root juice rich in ferment, and the  
pulp was completely transformed in 48 hours,  
the usual necessity for pressing being avoided.  
Applied on a large scale at an agricultural  
station the process yielded a material  
which fattened the cattle as much in three weeks  
as they ordinarily gained in a month. The  
new fodder, unlike the old silo pulp, is eaten also  
by sheep.

**A PERISCOPE CANE.**

The novel French walking stick by which one  
may see over a crowd or a high fence is a new  
application of a familiar optical device. A  
hollow tube is used for the cane. Near the  
top, and projecting at a right angle, is screwed  
a tiny telescope, and near the lower end is  
made an eyehole. As the stick is held above  
the head, the light passing through the  
telescope lenses strikes a prism, which reflects  
it down the tube to another prism opposite the  
eyehole. In this way the image of the objects  
in the field of view of the lens is passed to  
the eye, and becomes clearly visible.

**PROGRESS IN A NEW FIELD.**

Electro-chemical factories are rapidly develop-  
ing in Belgium, which now has 48, chiefly in  
the manufacturing districts of Liege and  
Charleroi and the mining districts around  
Antwerp and Belgium. Of these four employ  
from 600 to 2,000 workmen, the others from 5  
to 100, and last year's products reached nearly  
\$6,000,000, about 40 per cent. being exported.

## TEMPLE DRUMS AND CATHEDRAL CHIMES.

Some correspondents of a local English con-  
temporary, says the *Japan Mail*, have been  
investigating against the nuisance of a temple  
drum which is beaten vigorously in their  
vicinity from rosy morn to dory eve. This  
recalls the curious fact that a Japanese never  
complains of noise. The beating of a big drum  
in his immediate neighbourhood does not seem  
to disturb him at all. Neither does the pecu-  
liarly shrill whistle of an itinerant confectioner.  
Neither do the appalling cries of crowds  
haunted to a festival car. We have never  
heard a remonstrance uttered against these  
incidents of daily life. Custom has softened  
them into insignificance. But when ques-  
tioned about their tacit endurance of such  
plagues, Japanese have been known to  
express surprise that foreigners should be  
so callous at home and so sensitive in  
Japan. "For have you not in Europe," they  
ask, "your church-bells, which clang out most  
unmusical reverberant notes for thirty minutes  
at a time, twice every Sunday and on many  
week-days, and have you not your river-steamers  
with their strident sirens; and have you not  
your locomotives and your factories which with  
their raucous or piercing shrill whistles  
exercise all lovers of quiet; and have you not  
your cathedrals which, for all their stately ring  
out the quarters, the halves and the wholes with  
"damnable iteration" of cracked chimes?  
surely you should have been well seasoned  
before you come to Japan." What is the  
answer to this criticism? It will scarcely do to  
plead that European noises are more refined  
than Japanese.

Don't  
Worry  
About  
That  
Bald  
Spot

Don't Worry About that Bald Spot, for  
if the scalp is smooth and shiny the  
baldness has come to stay. Better direct  
your apprehension toward the hairs  
immediately surrounding the spot, for  
they will be the first to go, unless you  
kill the dandruff germ and keep it out  
of the scalp with NEWBRO'S HERPICI-  
CIDE.

The time to save your hair is while  
you have hair to save. Extraordinary  
results sometimes follow the continued  
use of NEWBRO'S HERPICIDE.

Doctor Waterhouse, a well-known  
physician of Iowa, and a member of the firm  
of Dyer & Waterhouse, advised the Rev.  
R. N. Jones, Pastor of the First Presby-  
terian Church at Charter Oak, Iowa, to use  
NEWBRO'S HERPICIDE; read his  
letter about it:

Messrs. Dyer & Waterhouse, Druggists,  
Charter Oak, Iowa.

Gentlemen:—The Herpicide you recom-  
mended to me for use as a remedy for dandruff  
and baldness has proved a great success. I  
have used only one bottle and the result is  
surprising. The scalp has been thoroughly  
cleansed from dandruff, the old hair has  
softened and strengthened; while short, soft  
hair has already appeared in bald spots; and  
I have been greatly relieved from headaches.  
I most earnestly recommend all afflicted, as I  
have been, to try NEWBRO'S HERPICI-  
CIDE.

(Signed) Rev. R. N. JONES,  
Pastor, First Presbyterian Church,  
Charter Oak, Iowa.

AT DRUG STORES.—Send 10 Cents  
in Stamps to THE HERPICIDE CO., Dept.  
N., Detroit, Mich., for a Sample.

INSIST UPON HERPICIDE.

A. S. WATSON & CO.,  
SPECIAL AGENTS.

**ELLIMAN'S**  
EMBROCATION

**Pain arising**

Rheumatism, Chronic, Sprain, Backache, Bruises, Slight Cuts, Cramps, Stiffness of the Limbs after exercise, is best treated by using ELLIMAN'S according to the information given in the Elliman E.F.A. Booklet 96 pages, (illustrated) which is placed inside cartons with all bottles of Elliman's price 1/6, 2/6 & 4/6. The R.E.P. booklet also contains other information of such practical value as to cause it to be in demand for First Aid and other purposes; also for its recipes in respect of Sick Room requisites. Elliman's added to the Bath is beneficial.

**Animals**

Animals may in many instances be relieved or cured by following the instructions (illustrated) given in the Elliman E.F.A. Booklet 64 pages, found enclosed in the wrappers of all bottles of ELLIMAN'S price 1/6, 2/6 & 3/6.

Elliman, Norman, 1, Finsbury, England.

**ROYAL FOR ANIMALS**  
See the Elliman E.F.A. Booklet  
**UNIVERSAL FOR HUMAN USE**  
See the Elliman R.E.P. Booklet  
found enclosed with bottles of ELLIMAN'S  
THE NAME IS ELLIMAN

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Whilst Dr. C. E. NAYLOR, Bangalore, South India, writes:—

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity. I have found it unequalled by any other food, when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of dysentery, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this febrile disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician. And Dr. R. F. BOWERS, Bhatnagar, P.O. Bengal and N. W. Railway, N. Bhagpur, India, writes:—

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## FASHIONS AND FANCIES.

## THE WIDE SKIRT.

We are apt to be more Parisian than the Parisians in matters of dress, and are clinging to the narrow skirt long after they have discarded it. At the fashionable seaside resorts in France, where the season is just ended, the ordinary silhouette was quite normal, and in some cases bulky. An occasional narrow skirt was seen in a tailor-made, but the light gowns were quite free, or, at the most, had a loose flowing skirt over the narrow one. On the whole, the three-tier skirt seems to be coming in, and this is seldom narrow; and, in any case, the hobble is a thing of the past, for which few can be sorry. At the best, it was only a tiresome social duty.

## THE USE OF CONTRAST.

The arrangement of colours on the smart gowns of the moment seems to run to violent contrasts, and consequently to stripes, but when it comes to putting different sorts of stripes into broad stripes, the result is, to say the least of it, odd. Thus a gown of white silk with a pin stripe of black alternated in panels about six inches wide, with white silk whose stripes are nearly an inch wide, may be smart, but it is certainly eccentric. And, in the same way, a gown of white nixon, much embroidered, and trimmed with a fuchsia and a hem of black and white equi-striped silk, is smart and startling, but it is not a thing of beauty.

## THE LONG SKIRT.

The train is coming back again, and even the short dresses are not to be without as they were. This will be good news to those whose feet are, in the immortal phrase, a useful size. The very short, particularly when hobbled just above the ankles, had a morose way with any foot but the smallest, and even these it made look less small. The effect on large feet can be imagined. The tailor-made of to-morrow partly covers the foot, that is, it allows the full-length of the long and slightly rounded toe to be seen without revealing the whole foot; while for ceremonial occasions, a train is distinctly coming in, in spite of what we have been told from fashionable French watering places. The reports from such quarters are due to the fact that while one can forecast autumn fashions to a certain extent at the end of the season, such matters as the length of skirts these forecasts are useless. Long skirts at the seaside are unsuitable and inconvenient; and the Frenchwoman seldom loses a certain sense of the fitting in her garments. In the same way, one might say that velvet and satin would be less worn during the autumn than linen and muslin.

## JEWELS BY DAY.

One fashion of last year seems to have died out this season at Trouville and similar places, and that is the deplorable way in which the smart women of 1909 loaded themselves with jewels. It is an improvement that this year the elaborate simplicity of a yard and a half of pearls took the place of the diamond and ruby chains and emerald pendants which faunted at the Casino-boulevard. For this relief, thanks. Not that jewels are themselves out of favour; they are, on the contrary, to be seen in bewildering variety when society gets back to town, and they have seldom been more lovely. The designs are very light and airy, usually absolutely open-work; and the setting is of platinum, which is practically invisible, and in any case so colourless as to banish the garish heaviness of gold. It is doubtful, indeed, if we shall ever come back for any lengthy period to gold as a setting for the usual run of jewels. The feeling at present is for colour, less stones, probably due to the effect of mourning on us. Thus pearls and diamonds are as virtuous favourites, and the pale opals, rather suggesting that announcing colour, are very much sought after. They are apparently quite out of favour the superstition which once attached to them.

## FOOTWEAR OF THE FUTURE.

Antelope and suede have quite ousted patent leather and glazed kid for boots and shoes. They are so flexible and so comfortable that this is easily understood; but, on the other hand, they soon get out of shape, on account of this very flexibility, and consequently much care should be devoted to the last on which they are to be kept. Patent toe-cups, with antelope uppers, afford one means of avoiding this difficulty, but the smartest shoes are all of the flexible leather, either in pale tints to go with a light dress, or a very dull tone of tan, for dark costumes. The severest of buckles alone is permissible, and on many shoes, plain flat bands of ribbed silk in the same tone as the leather are preferred even to oxidized metal for buckles.

## THE OUTLINE OF THE FOOT.

This is, perhaps, due to the fact that large pale ornaments appear so frequently on cheap shoes just now; but for some time past, the whole tendency has been to simplify the outline of footwear, so that flyaway bows, Langtry flaps, and broad laces have all been tabooed recently. In particular, the striped or checked laces mean social extinction. Too many of them, and too frequently, they are tied down on the toe instead of up on the instep, adorned places for this fashion to last. Champagne-coloured kid or suede is much in favour, and for country wear a kind of coarse canvas is useful and pretty, though very perishable. On the whole, a shoe or boot just now should fit snugly, but not too tightly, and should in no way draw attention to itself, unless the foot is sufficiently pretty to do it. Coloured shoes are not much in favour, save in dark tones to go with velvet dresses of the same hue.

## THE CORRECT LENGTH FOR COATS.

There is no doubt that the long coat of last year will not disappear this autumn. Hip length is correct, without a badge, and only half fitting in at the indicated waist. A little fullness is permissible in the sleeves, and as much braiding as one cares to have round the edge, but all-over braiding does not seem to have commended itself to those all-powerful though anonymous authorities who decide what we are going to wear. Buttons as a form of trimming retain some of their hold, particularly in dark blue suits, where black satin buttons of various sizes are much used. An attractive fashion which remains with us is the button formed of a twisted knot of the braid, used in ornamenting the dress. This is really very pretty, and helps out the scheme of decoration, which is more than can be said of a good many forms of fastening. I have not yet seen any signs of the Russian blouse coat which we were told to expect; but this may be in reserve for the colder weather, because it is so admirably adapted for wearing with furs. It only appeared for a very short space among us, and then either extinguished itself, or lay low to wait for its best opportunity.

## WHAT TO DO THE FULNESS.

We are a little embarrassed by having so much fulness in our dresses, which it is no longer correct to gather into a hobble, and yet which cannot be quite discarded at one blow. Consequently, we see some strange arrangements in which fulness is gathered up

in the front of the dress like a silk window blind, or caught round under the flowing plaits at the back or otherwise stowed away, as it were, in the least inconspicuous place. This is not likely to last, because the use of plain skirts seems to be rapidly advancing and probably by next year we shall have come back to the Reynolds ideal of plain, pleated skirts. In the meanwhile, moderation is the card to play in the matter both of fulness and of narrowness.—X. AND Z. in the Globe.

## SCOUT CRUISE IN THE UNITED STATES NAVY.

The Navy Department of the United States has recently issued a report upon a further set of trials of the scout cruisers *Birmingham*, *Salem*, and *Chester*, and a useful summary of the report, together with additional information by Rear-Admiral H. I. Cone, Engineer-in-Chief of the United States Navy, appears in *Engineering News* of September 1. As is well known, the three vessels are practically identical as regards hulls, and the boiler installation in the *Birmingham* is similar to that in the *Salem*. The boilers in the *Chester* have the same total grate area, but rather less heating surface than those of the other two vessels. The engines of the *Birmingham* are of the reciprocating type, vertical, inverted, four-cylinder, direct-acting triple-expansion, with unjacketed cylinders, and they operate twin screws. The *Chester* is propelled by a set of Parsons marine turbines, including six "ahead" and two "backing" turbines, which drive four independent propeller shafts; and the *Salem* is propelled by two Curtis impulse marine turbines, one to each of a pair of shafts.

Details of the earlier comparative trials of these three scouts were given in *The Times Engineering Supplement* of April 1, 1908, and July 29, 1908, but the present report considerably augments the information that was available at that time, and it sets forth the details of dimensions and equipment in a series of tables of considerable value. The object of these later tests was to compare the steam economy of the three types of propelling machinery represented by the three vessels respectively. Special water-measuring tanks were therefore installed in each ship to enable the steam used for propulsion, as well as the steam used for auxiliary purposes, to be correctly determined after condensation. The entire comparison included:—(1) Tests of auxiliary machinery; (2) boiler evaporative trials; (3) standardization runs over a measured mile to investigate the relation between the speed in knots and engine revolutions per minute; (4) measurements of auxiliary machinery with vessels under way; (5) tests of coal consumption for long cruises at various speeds; and (6) a full-power run for 24 hours. Great care appears to have been taken in the control of the fuel and in maintaining uniform displacement to ensure as nearly as possible trustworthy and accurate results. To measure the coal, the bunkers were marked at intervals representing 100 cubic feet, so that by leveling at the beginning and end of a run the amount of coal consumed could at once be observed.

The report states that, with reciprocating engines, a "backing" power about equal to the ahead power is afforded without additional weight other than that of the stern counterweights, rods, and links. With turbine movers, and it is therefore necessary to realize, the equipment to the power actually demanded by tactical considerations, and this power is estimated to be 40 per cent. of the ahead power. With this limitation, the "backing" trials were carried out at speeds of 10, 15, 22, and 24 knots, and it was found that at all speeds the reciprocating engine provided better "backing" power than the Curtis turbines, and that the Curtis is in this respect superior to the Parsons type. The difficulty of measuring the steam horsepower in the *Salem* experiment is admitted, and it is said that it was found to be in error of 20 per cent. at lower speeds, but at high speeds the figures are thought to be right to within 2 per cent. In point of economy, it was found that up to a speed of 20 knots, corresponding to half the designed full load of her engines, the *Birmingham* was the most efficient of the three vessels; but above 22 knots she became the least economical of them. On account of excessive gland leakage, the *Chester's* six-turbine combination proved to be less economical than a combination of five above 17.4 knots; and this five-turbine combination was always more economical than a four-turbine combination up to the extreme high speed limit. Above 19.4 knots the four-turbine combination of the *Chester* was more economical than the *Salem's* equipment. The condenser plant of the *Birmingham* required the least steam in all the trials, except at full power, when the *Salem* had the advantage by 5 per cent. The *Chester* showed that her air pumps and augments consumed more than the wet and dry vacuum pumps of the *Salem*, but on the other hand the forced-drafts installation in the *Chester* corresponded to an economy of steam per indicated h.p. over the other vessels, from 6 per cent. at low powers to 16 per cent. at high powers; and it is also pointed out that at from 10 to 15 knots the *Chester* steamed at natural draught, while the other vessels required forced draught.

In the evaporative trials the tests were carried out only in the *Salem* and *Chester*, for it was considered that as the boilers of the *Birmingham* and *Salem* were similar, it was unnecessary to make these tests in the *Birmingham*. This is somewhat to be regretted, for the figures obtained from the *Birmingham* would have afforded a valuable check upon the general accuracy of the methods and operations. It was realized that the personal element enters into the coal-consumption comparison, especially as regards stokers; the rating of the personnel differed slightly in each vessel, but it was deemed to be impossible to frame any comparisons of the relative merits of the engineers' complements in the respective vessels. In view of the differences of steam consumption between the *Birmingham* and the turbine scouts, however, at cruising speed and at other speeds, a note giving the number of stokers actively engaged in each of the vessels at the various speeds in the long trials would have added to the value of the report in respect to the important question of the relative engine-room and boiler-room complements called for by the two types of propulsion.

The various tests have obviously a very important bearing upon the merits and demerits of installing a multiplicity of shafts and turbines in turbine vessels for war purposes, and they seem rather to confirm the growing opinion in favour of the simpler arrangement. It has of course to be remembered that as regards fuel the report is restricted to coal, and that oil fuel may to some extent vary the general conclusions; but in any case the report is a helpful addition to knowledge upon the broad issue, and the engineers of the world have reason to be grateful for the light that it sheds upon a series of problems of profound importance.

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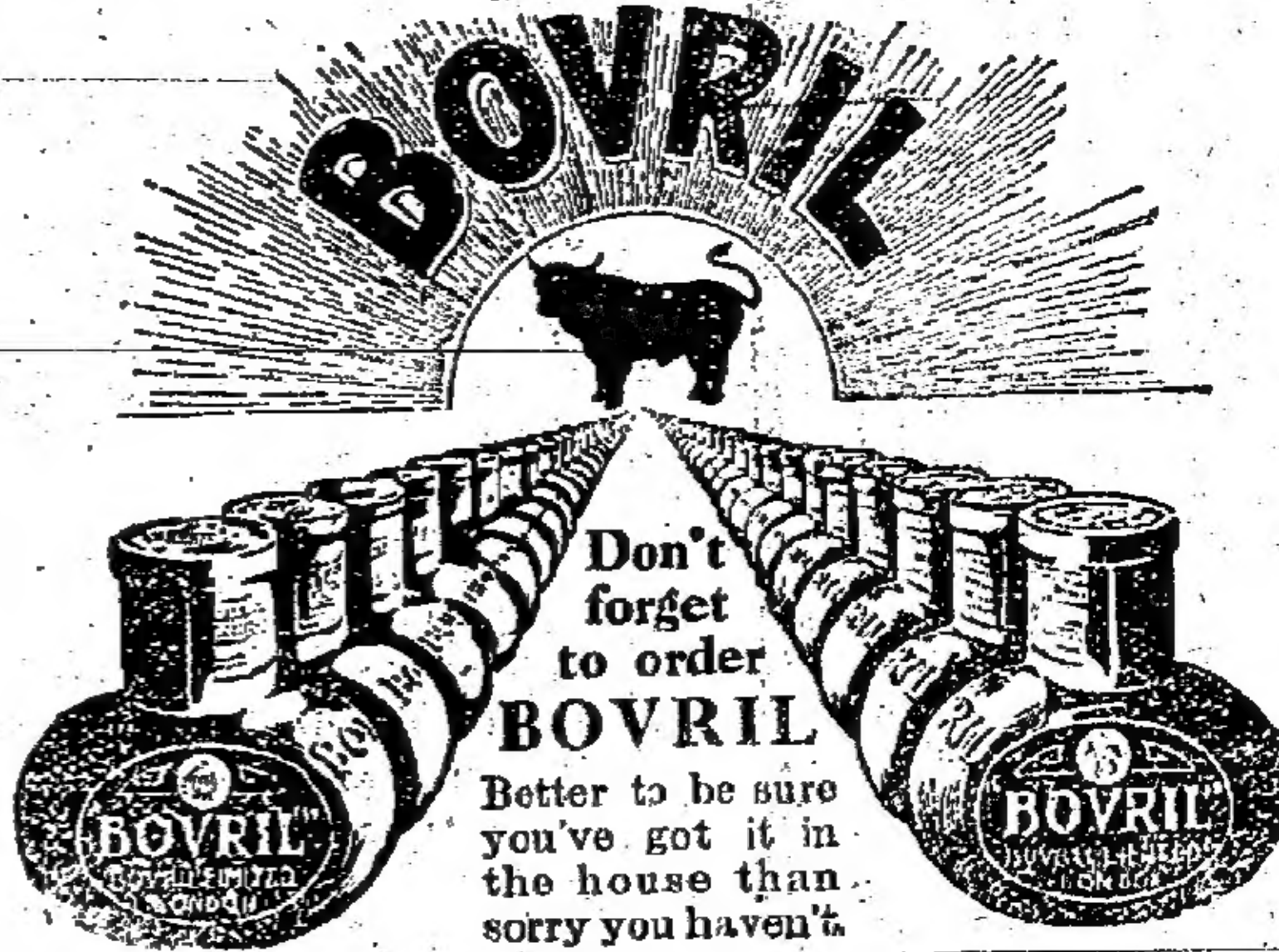
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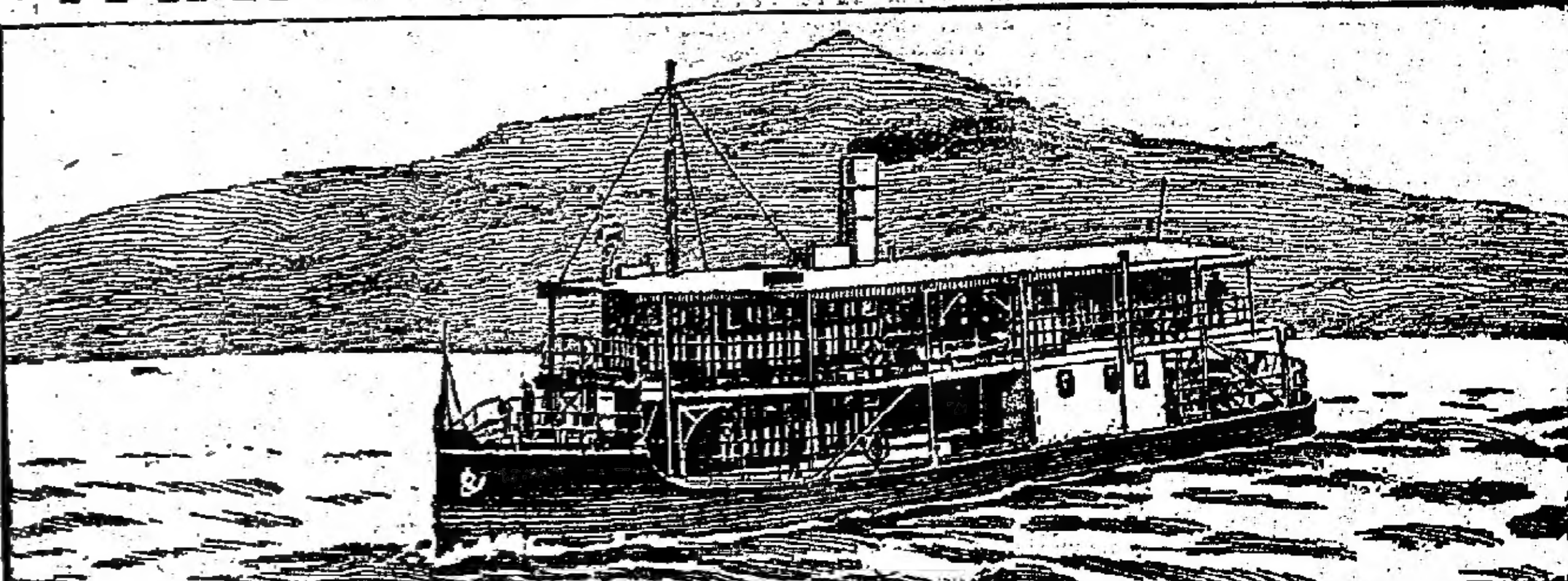
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A RETIRED MAJOR EXPLAINS HOW HIS HEALTH, IMPAIRED BY  
PAINFUL AFFECTIONS, WAS RESTORED BY  
DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

As a successful Army tutor, Major Fraser King has gained considerable reputation for some years past. Following a fine military career, his energies have been devoted to the interests of a long list of successful Army pupils, in addition to which duties he finds time to write works of educational value to young officers. One handbook, prepared for Territorialists, has run into several editions.

The reminiscences of Major King's Army service in the Colonies and India are not wholly happy, for it was in the latter country that he contracted that depressing nerve-wracking disorder, "agria," which, though it is not a disease in its true sense, has done much to mar the long and successful career of the Major's health in no small degree, but having mastered the ailments now, he is not averse from referring to the "agria."

"For years," he writes from 25, Perham Rd., West Kensington, London, "I could always, with certainty, expect a return of my old ailment, and I gave up all hope. I tried a number of medicines and drugs supposed to be of service, but made no headway. In fact, I found that the taking of physic brought on attacks of indigestion and headache. After a sharp attack of liver complaint made me very depressed and irritable. Naturally, my work as an Army coach was not made lighter by these conditions; indeed, the more will-power I expended in concentrating my attention on my pupils, the more exhausted and depressed I felt during the hours when resting 'off duty.'"

"Two years ago, when glancing over an interesting article in the Press concerning Dr. Williams' Pink Pills,

Williams' Pink Pills several points struck me as applicable to my wretched state of health and weakness. Well, I bought a supply of these Pills, though candidly without any expectation of finding much assistance, for I regarded my trouble as too deep-seated to be thoroughly overcome. To my surprise, there was an appreciable improvement in my appetite after taking the contents of one bottle of Dr. Williams' Pink Pills. This proved to be the initial sign of returning health. I continued to take the pills regularly for some time, after which I felt ten years younger.

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DR. WILLIAMS' PINK PILLS.

## UPWARD TENDENCY OF TRADE.

UNITED KINGDOM'S LEAD.  
Accounts relating to the trade and commerce of the different foreign countries and of British Possessions for the first six months of 1910 were issued on the 23rd ult. by the Board of Trade in the form of a Parliamentary White-paper. Except in the case of Italy and Spain the imports of all countries during the six months show an increase in value over the figures for the corresponding period in 1909. The United Kingdom leads the list with imports to the value of £279,141,000, as against £255,099,000 in 1909. Germany comes next with £203,542,000, compared with £204,763,000; and the United States third with £166,724,000, an increase over £149,583,000, the figures for last year; while the imports into France were valued at £133,290,000, as compared with £126,216,000. Canada shows a considerable increase in imports, their value in 1910 being £43,219,000, whereas in the corresponding period for 1909 they amounted to £33,158,000. The figures for British India are £40,169,000, as against £37,518,000, and for British South Africa £17,840,000, as compared with £12,967,000 in 1909.

GROWTH OF EXPORTS.  
The exports for the same period are also given, and here also, with the bare exception of Egypt, every country shows increased trade. The United Kingdom is again easily first with an equally large increase, the figures for this year being £204,586,000, as compared with £176,934,000 in 1909. Germany is again second with £174,077,000, a large increase over 1909, when her figures were £149,439,000; the United States are third with £163,349,000, as against £161,398,000; and France fourth with £119,015,000 as compared with last year's figures of £109,538,000. British India comes next with a large increase, the value of the exports in 1910 being £77,820,000, as against £57,549,000, while the other British Possessions the figures for Canada are £23,792,000, as compared with £20,010,000, and for British South Africa £27,249,000, as compared with £23,742,000. The Australian figures are available for five months only. The value of the imports in 1910 is £22,510,000 as compared with £19,540,000, and of the exports £29,202,000, as compared with £23,993,000 in 1909.

In the case of the United Kingdom, Germany, the United States, France, and Belgium statistics are made up of the values of imports and exports up to July 31. These show that the upward tendency in all cases is unbroken. The United Kingdom's imports for the period are valued at £230,241,000, as compared with £238,021,000 in 1909; while of the other countries the most remarkable increase is that of the United States, where the imports amount in value to £191,164,000, as against £173,018,000. Germany again shows a slight increase, her imports, which in 1909 were valued at £241,721,000, being now worth £242,394,000. The figures for France are £151,801,000, as compared with £145,177,000, and for Belgium £25,213,000, as against £20,480,000. Exports for the seven months show, in the case of the United Kingdom, a remarkable increase in value, the figures being £242,974,000, as compared with £212,422,000, and also with Germany, the exports increasing from £176,817,000 in 1909 to £203,559,000 in 1910. The figures for the United States are £186,529,000, as compared with £183,699,000; for France £137,283,000, as compared with £127,474,000; and for Belgium £63,453,000, as compared with £57,084,000.

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## SOLDIERS IN INDIA.

## CAUSES OF DEATH AMONG THE BRITISH TROOPS.

The health of British soldiers in India was not so good in 1908 as in the previous year, according to a Blue-book issued on September 9. The ratio per 1,000 of admissions to hospital and deaths was (respectively) 8.9 and 9.7, as against 7.56 and 8.18 in 1907. A remarkable fall in the rate of invaliding (from 26 per 1,000 in 1907 to 15) was chiefly due to the new practice of sending men who, under former procedure, would have been invalided to England, to one of the hill stations in India. The principal causes of death were enteric fever, cholera, and abscess of the liver. More than half the increase in the total death-rate was due to a severe outbreak of cholera among the troops employed with the Mohmand Field Force. In the case of the native troops, health was also less satisfactory than in the previous year. There were, per 1,000, 674 admissions and 7.41 deaths, as against 629 and 6.27 respectively in 1907.

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HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Hongkong, 15th October, 1910. [707]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "w," together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, &c., VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.V.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.N.V.	P. & O. S. N. Co.	On 13th inst., at 10 A.M.
COPENHAGEN	UNANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
COPENHAGEN	DELORVIA	Ger. str.	k. w.	Hildebrandt	OLDF WIL & Co., Ltd.	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SUEVIA	Ger. str.	k. w.	Porzelins	HAMBURG-AMERIKA LINIE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	C. FRED. LAERZ	Ger. str.	k. w.	Knaiss	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	SENSEAMBA	Ger. str.	k. w.	Sekhorn	HAMBURG-AMERIKA LINIE	On 24th inst.
MARSEILLE'S HAMBURG & ANTWERP, &c.	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINIE	On 18th Nov.
MARSEILLE'S, &c., VIA PORTS OF CALL.	OCCEANEN	Fren. str.	—	Sellier	MESSAGERIES MARITIMES	On 9th Nov.
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at 1 P.M.
MARSEILLE'S, HAVRE, & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 30th Nov.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	P. Pouch	MELCHERS & Co.	On 19th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raiche	SANDER, WIELER & Co.	On 25th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELL	Am. str.	—	—	SHEWAN, TOMES & Co.	On 22nd inst.
NEW YORK	LOTHIAN	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd inst.
NEW YORK	INDRAWADI	Brit. str.	—	W. Gray, Williams	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERO	Brit. str.	—	G. B. McGill	DODWELL & Co., Ltd.	On 20th inst.
VANCOUVER (DIRECT)	KUMERO	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 20th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon.
VICTORIA, B.C. & T.A. MA VIA JAPAN	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 2nd Nov., at Noon.
VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.
CALIFORNIA, IQUIQUE, &c., VIA JAPAN PORTS, &c.	BYUO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Locke	MELCHERS & Co.	On 5th Nov., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th Nov., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iske	MELCHERS & Co.	About 18th inst.
YOKOHAMA	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 23rd inst.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
YOKOHAMA	TIJNABIN	Dut. str.	—	J. B. v. Damme Jellink	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
YOKOHAMA	CHUPSHING	Dut. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 P.M.
YOKOHAMA	BINGO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 17th inst., P.M.
YOKOHAMA	LOKANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
YOKOHAMA	JAPAN	Brit. str.	—	H. W. A. Clarke, R.N.V.	P. & O. S. N. Co.	About 13th inst.
YOKOHAMA	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at midnight.
YOKOHAMA	PERING	Swed. str.	—	—	OLDF WIL & Co., Ltd.	On 18th inst.
YOKOHAMA	ABRATON APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., Ltd.	On 17th inst., at Noon.
YOKOHAMA	CHINA	Am. str.	—	F. J. B. Jones	SANDER, WIELER & Co.	On 18th inst., P.M.
YOKOHAMA	PRINCE ALICE	Brit. str.	1 m.	F. G. G. Jones	MELCHERS & Co.	About 19th inst.
YOKOHAMA	CHINUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
YOKOHAMA	SENSEAMBA	Ger. str.	k. w.	Dekhorn	HAMBURG-AMERIKA LINIE	On 21st inst.
YOKOHAMA	ARADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	About 21st inst.
YOKOHAMA	TOKIN	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., P.M.
YOKOHAMA	BUJIN MARU	Jap. str.	—	S. Yamane	OSAKA SHOSHEN KAISHA	On 27th inst., at 10 A.M.
YOKOHAMA	FOOKSANG	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
YOKOHAMA	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE	On 4th Nov.
YOKOHAMA	CANTON	Swed. str.	—	—	OLDF WIL & Co., Ltd.	On 11th Nov.
YOKOHAMA	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 6th Dec.
YOKOHAMA	TIJIN	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
YOKOHAMA	SHINJI MARU	Jap. str.	—	Y. Yamamoto	NIPPON YUSEN KAISHA	On 26th inst., at 10 A.M.
YOKOHAMA	YAMU MARU	Jap. str.	—	Y. Katsuraki	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA	HAIMUN	Brit. str.	2 h.	A. U. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
YOKOHAMA	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 18th inst., at 11 A.M.
YOKOHAMA	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 21st inst., at 11 A.M.
YOKOHAMA	KUYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 11 A.M.
YOKOHAMA	KURICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
YOKOHAMA	ZAPPO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	To-day, at Noon.
YOKOHAMA	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
YOKOHAMA	YUNSHANG	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
YOKOHAMA	RUH	Brit. str.	—	E. Bader	SHEWAN TOMES & Co.	On 22nd inst., at Noon.
YOKOHAMA	YUNSHANG	Brit. str.	—	T. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
YOKOHAMA	LOONGHANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
YOKOHAMA	SUNGKIAN	Brit. str.	1 m.	H. A. Harde	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
YOKOHAMA	BORNEO	Ger. str.	—	F. Semblit	MELCHERS & Co.	End of Oct.
YOKOHAMA	CEYLON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 26th inst., P.M.
YOKOHAMA	KUM-ANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
YOKOHAMA	GEORGEY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., Ltd.	On 17th inst., at Noon.
YOKOHAMA	TIJINARI	Dut. str.	—	Boorman	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.

## CHURCH SERVICES.

PEACE CHURCH—Holy Communion 8 a.m. every Sunday.

St. John's Cathedral, Hongkong, 21st Sunday after Trinity, October 16th. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Kyrie, Gloria, of the 18th morning; Benedictus, of the 18th evening; Kyrie, of the 18th morning; Anthem, "As pants the hart," by J. Preacher, Rev. A. Dallas Davis, M.A., C.F., Hymns, 369 and 322. N.B.—Psalm 78, verses 1, 5, 9 and 10 in unison. Psalm 80, verses 4, 7, 14 and 19 in unison. Psalm 81, verses 1, 9 and 10 in unison. Holy Communion (12.15 p.m.) Responses, Psalms, of the 16th evening; Magnificat, Smart; Nunc Dimitt, in G major, 10th evening; Hymns, 286, 368 and 220. N.B.—Psalm 82, verses 1 and 8 in unison. Psalm 83, verses 1 and 10 in unison. Psalm 84, verses 1, 7 and 12 in unison.

St. Peter's Church, Queen's Road, West, 21st Sunday after Trinity, 10th October, 1910. Harvest Thanksgiving. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Kyrie, Gloria, of the 18th morning; Benedictus, of the 18th evening; Kyrie, of the 18th morning; Anthem, "As pants the hart," by J. Preacher, Rev. A. Dallas Davis, M.A., C.F., Hymns, 369 and 322. N.B.—Psalm 78, verses 1, 5, 9 and 10 in unison. Psalm 80, verses 4, 7, 14 and 19 in unison. Psalm 81, verses 1, 9 and 10 in unison. Holy Communion (12.15 p.m.) Responses, Psalms, of the 16th evening; Magnificat, Smart; Nunc Dimitt, in G major, 10th evening; Hymns, 286, 368 and 220. N.B.—Psalm 82, verses 1 and 8 in unison. Psalm 83, verses 1 and 10 in unison. Psalm 84, verses 1, 7 and 12 in unison.

The Church of the "Daypring" will call on ships carrying white crews to bring fire and shore to the Services between 9.15 and 10.30 a.m., and between 6.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m.) returning at 7 p.m. All the sittings are free and unappropriated. Visit us welcome. Boats, &c., provided.

Union Church, Kennedy Road, Minis'-Rev. C. H. Hickling, 10 a.m. Young People's Bible Classes, 11 a.m. Hymns, 423, 427 and 43. Psalm 118 (4th group). "Oh, for a closer walk with God" (My. F. C. T.). 4 p.m. Sunday School. 6 p.m. Worship Hymns 353, 421, 328, 425 and 385. W. deane's 3.4 p.m. Study Circle. "Theology in a common sense." Friday 8.15 p.m. Christian Education Society.

St. Andrew's Church, Nathan Road, Kowloon, 21st Sunday after Trinity, 10th Oct., 1910. Holy Communion at noon. Sunday School at 2.30 p.m. in British School, Reading 3 p.m. at 6 p.m. Services on Sunday:—Holy Communion at 10 a.m., 2nd and 4th at 8 a.m. on 1st, 3rd and 5th Sundays at noon. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m.

## EDUCATIONAL STATISTICS IN CHINA.

According to the late statistics, the number of educational institutions in the Chinese Empire aggregates 35,188, including colleges, industrial schools, girls' seminaries and primary schools, the last of which number 34,210. 63,937 persons engage in educational work, of which 55,240 are primary-school teachers, and students number 8,642, including 780,325 elementary school children. On the basis of calculating the entire population of China at 406,180,000, the ratio of students to the inhabitants is approximately one in every 464. The province of Chihli (Peking included) leads with 8,524 institutions. Shantung comes next with 3,532, followed by Szechuan, Kiangsu, Canton, Hupeh, and Honan in order. Kirin has the least number of schools 35, while Heilungkiang has 72 and Hainan 401.

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## SHIPPING.

**ARRIVALS.**  
 ANSAYE, British str., 7,500. Owen Jones, R.N.R., 14th October—Shanghai 11th Oct., General—P. & O. S. N. Co.  
 BORSKOE, German str., 1,344. T. Benhill, 13th October—Sundakan 8th October, Timber and General—Melchers & Co.  
 FRI, Norwegian str., 14th October—Canton.  
 HAIMUN, British str., 641. A. H. Stewart, 14th October—Swatow 13th Oct., General—Douglas, Lippitt & Co.  
 HANGSANG, British str., 14th Oct.—Canton.  
 INDRAVATI, Brit. str., 3,369. W. G. Williams, 14th Oct.—Koolung 12th Oct., General—Jardine, Matheson & Co.  
 KUMING, British str., 4,006. G. B. McGill, 13th October—Manila, P.I., 11th October, Doolwell & Co.  
 LINAN, British str., 14th October—Canton.  
 LOKSANG, British str., 14th Oct.—Canton.  
 PAOTING, British str., 14th October—Canton.  
 BORILLA, British transport, 4,240. J. Smith, 14th Oct.—Southampton 10th October.  
 RUTHENBERG, British str., 2,742. W. Gay, 14th October—Cardiff, Coal—Doolwell & Co.  
 SELJA, American str., 2,789. Olaf Lu, 14th October—Portland 5th Sept., Lumber and Flour—P. & A. S.S. Co.  
 TAMING, British str., 1,350. G. H. Pennefather, 14th October—Manila 11th Oct., Hemp and General—Butterfield & Swire.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 14th October.  
 ANSAYE, British str., for Europe, &c.  
 FRI, Norwegian str., for Newchwang.  
 KUMING, German str., for Bangkok.  
 KUMING, German str., for Singapore.  
 LOKSANG, British str., for Sundakan.  
 MANAUNG, British str., for San Francisco.  
 NIPPON MARU, Jap. str., for Hoihow.  
 SIGMA, German str., for Hoihow.  
 TILDA, Dutch str., for Shanghai.  
 ZAFIRO, British str., for Manila.

**DEPARTURES.**  
 CHEONGSHING, British str., for Tientsin.  
 DAQING, Norwegian str., for Hongkong.  
 CLANGONGSHIRE, British str., for Saigon.  
 HAYANG, British str., for Swatow.  
 HUPEN, British str., for Canton.  
 KAPONG, British str., for Amoy.  
 LOONGSANG, British str., for Manila.  
 LOTAL, German str., for Canton.  
 MATHILDE, German str., for Hoihow.  
 PAOTING, British str., for Canton.  
 YUNNAN, British str., for Canton.  
 WINGANG, British str., for Swatow.

**SHIPPING REPORTS.**  
 The British str. Taming reports: Strong N.E. wind and rough sea throughout the voyage.

## VESSELS IN DOCK.

TAIKOO DOCK.—Union.  
 September 26th.

## VESSELS EXPECTED.

**THE AUSTRALIAN MAIL.**  
 The I.G.M. str. Prinz Waldemar left Manila on the 13th instant, at 11 p.m., and may be expected here to-morrow at 6 a.m.  
 The E. & A. str. Empress of China, left Port Darwin on the 11th inst. for Timor, Manila and this port.

**THE AMERICAN MAIL.**  
 The P.M. str. China left Yokohama on the 9th instant for Hongkong, and is due here on the 18th instant.  
 The P.M. str. Manchuria sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th instant.  
 The T.K.K. str. Ohio Maru sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st inst.

**THE GERMAN MAIL.**  
 The I.G.M. str. Prinzess Alice, carrying the German Mails with dates from Berlin of the 21st ultimo, left Colombo on the 9th inst. p.m., and may be expected here on or about the 20th instant.

**THE CANADIAN MAIL.**  
 The C.P.R. Co.'s str. Montezuma arrived at Nagasaki at 4 p.m. on the 12th inst., and left again at 6 a.m. on 13th inst. for Shanghai, where she is due to arrive at 9 a.m. on the 15th inst.  
 The C.P.R. Co.'s str. Empress of China arrived at Kobe at 5 p.m. on the 13th instant, and left again at midnight same day for Shanghai, where she is due to arrive at 1 a.m. on the 17th instant.

**THE INDIAN MAIL.**  
 The Indo-China str. Peking left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th instant.

**MERCHANT STEAMERS.**  
 The Mogul Line str. Sikh sailed from Singapore on the 9th inst., and is due here to-day.  
 The Austrian Lloyd's str. China left Singapore for this port on the 10th inst., and is due here to-morrow.

The P. & O. S. N. Co.'s str. Japan left Singapore for this port on the 11th instant, at 7 a.m., and is due here to-morrow at about noon.  
 The Barber Line str. Suruga sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. Hongkong Maru sailed from Calcutta on the 3rd instant for this port, via the usual ports of call.  
 The Barber Line str. Shimosa sailed from New York on the 6th instant for Hongkong via the Straits.

The H.A. Line str. Senegambia left Singapore on the 12th inst. a.m., and may be expected here on or about the 13th instant p.m.  
 The Swedish East Asiatic str. Peking is expected to arrive here on the 18th instant.

The G.N. str. Minnesota left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st instant.  
 The O.S.K. str. Chicago Maru from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 5th inst., and is expected here on or about the 23rd instant.

The Ego Hok Pong S.S. Co.'s str. Persia sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.  
 The Swedish East Asiatic str. Canton left Port Said on the 12th instant, and is expected to arrive here on the 11th prox.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

### PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

STEAMERS	Leave to COLONBO	Leave HONGKONG	Connecting Steamers from COLONBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY
DELHI	8000	February 4	MANTUA	11000	March 4
ARCADIA	7000	February 18	MALWA	11000	March 18
ASSAYE	7500	March 4	MACEDONIA	10500	April 1
MARMORA	10500	March 18	(Through Steamer calling at Bombay)		April 15
DEVANHA	8000	April 1	MOLDAVIA	10000	April 29
DELHI	8000	April 15	MONGOLIA	10000	May 13
ASSAYE	7500	April 29	MOREA	11000	May 27
DELTA	8000	May 13	MOOLTAN	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
 1st SALOON £71.10 SINGLE, £106.14 RETURN.  
 2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SUNDIA	about 25 March	about 11 May
• NUBIA	about 3 March	about 25 March
• SYRIA	about 8 April	about 24 April
• NOBE	about 22 May	about 22 May
• PALAWAN	about 5 May	about 5 May
• BORNEO	about 19 June	about 19 June
• SICILIA	about 31 July	about 17 July
• SUMATRA	about 14 July	about 31 July
• NILE	about 14 July	about 31 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
 FARES TO LONDON (Including Surtax):  
 1st SALOON £55.0 SINGLE, £82.10 RETURN.  
 2nd " £38.10 " £57.4

• Carry 1st and 2nd Saloon Passengers.  
 For further Particulars, apply to—  
**E. A. HEWETT, SUPERINTENDENT.**

# THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
• KUMERIC	6,232	G. B. McGill	20th October.
ATYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
 • These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
**DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.**  
 Hongkong, 9th September, 1910.

# CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPERESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
	From St. John, N.B.
"EMPERESS OF INDIA" SAT., 19th Nov.	"EMPERESS OF BRITAIN" FRI., 16th Dec.
"EMPERESS OF JAPAN" SAT., 17th Dec.	"ALLEN LINE" FRIDAY, 13th Jan.
"EMPERESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WED., 25th Jan.	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at S. ANGELO, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
 Intermediate (on Steamers) ..... £43 ..... £45  
 and 1st Class Railway .....  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CHADDOCK, General Traffic Agent for China, Corner Fadder Street and Pwys, opposite Blake Pier**

7

# MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sellier	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Nov., P.M.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Rebatat	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 30 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
**P. THOMAS, AGENT, Queen's Building.**

Hongkong, 12th October, 1910.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Isenke	6,100	About 18th October.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH" Capt. F. Prosch	16,000	Wed., 19th Oct., at Noon.
SHANGHAI, TIENTSIN, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	20,300	About 19th Oct.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	5,050	End of October.
MANILA, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isenke	6,100	Saturday, 5th Nov., at Daylight

• Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELOHERS & Co., GENERAL AGENTS HONGKONG & CHINA.**  
 Hongkong, 14th October, 1910.

# PASSENGER SEASON 1911. IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.	ON	DATE
"PRINCESS ALICE" - 20,300	ON	MARCH 22ND.
"LUETZOW" - 17,300	ON	APRIL 5TH.
"KLEIST" - 17,000	ON	APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
 • Fitted with Wireless Telegraphy.  
 Early booking recommended.  
 For Particulars, apply to  
**MELOHERS & Co., GENERAL AGENTS.**  
 Hongkong, 15th September, 1910.

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 DESTINATION. STEAMERS. DATE OF SAILING.  
 SHANGHAI, KOBE, YOKOHAMA & MOJI "PEKING" On 18th October.  
 SHANGHAI & YOKOHAMA "CANTON" On 14th November.  
 COPENHAGEN "PEKING" On 25th November.  
 For Freight and Further Particulars, apply to  
**TELEPHONE NO. 171.**  
**OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLEG.**  
 Hongkong, 13th October, 1910.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY**  
 STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
 THE Company's Steamship  
 Captain Pavissich, will leave for the above places on TUESDAY, the 18th inst., P.M.  
 This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.  
 For Freight or Passage, apply to  
**SANDER, WIELER & Co., Agents, Princess' Building.**  
 Hongkong, 12th October, 1910.

**REGULAR STEAMSHIP SERVICE.**  
 (WITH LIBERTY TO CALL AT MALACCA COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 FOR NEW YORK.  
 S.S. "LOTHIAN" On or about 29th Oct.  
 For Freight and further information, apply to  
**DODWELL & Co., Ltd., Agents.**  
 Hongkong, 14th October, 1910.

1172

**HONGKONG-NEW YORK.**  
**AMERICAN ASIATIC STEAMSHIP CO.**  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (With Liberty to call at the Malabar Coast.)  
 "INDRAVELLI" SATURDAY, 22nd October.  
 For freight and further information, apply to—  
**SHEWAN, TOMES & Co., General Agents.**  
 Hongkong, 13th October, 1910.

1130

**STEAMERS PASSED THE CANAL.**  
 September 23rd—Kawachi Maru, Nanyang, September 27th—Benawa, Kowang Si, Saena, Paochius, 27th—Benawa, Kowang Si, Saena, Paochius, 30th—Orestes, Princess Alice, Seneca, Tonkin, October 4th—Ak Maru, Braemar, Breconshire, Erithway, Frans Ferdinand, Glenroy, Siamia, 7th—Ceylon, Kentuck, Ville de la Citadelle, 11th—Albion, Bencluck, Benmoir, Kowang Si, Lennox, Linstown, Memon, Nubia, Westphalia, Yangtze.  
**ARRIVALS AT HOME.**  
 October 11th—Benaroch, Carnarvonshire, Ghazal, Indira, Omsa, Stentor, Wray Castle, 12th—Bunda.

## VESSELS ON THE REEF.

"INDRA" LINE, LIMITED.  
 FOR BOSTON AND NEW YORK.

**THE Steamship**  
 Captain W. Gray Williams, will be despatched as above on or about the 13th October.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd., Agents.**  
 Hongkong, 20th September, 1910. [108]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
 THROUGH BILLS OF LADING ISSUED FOR SARATLA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
 "ASSAYE."  
 Captain Owen Jones, R.N.R., carrying 1115 Majesty's Mails, will be despatched from this port for Bombay, &c., TO-DAY, the 15th October, 1910, taking passengers and Cargo for the above ports in connection with the Company's s.s. "INDIA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 26th November, 1910.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**E. A. HEWETT, Superintendent.**  
 Hongkong, 3rd October, 1910.

FOR SHANGHAI, KOBE AND MOJI.

**THE Steamship**  
 "ARRATOON APCAR."  
 Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 17th inst., at Noon.  
 This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

**RETURN TOURS TO JAPAN.**  
 (Occupying 24 Days).  
 Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.  
 Fare for round trip, £120.  
 For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd., Agents.**  
 Hongkong, 12th October, 1910. [1167]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

**THE Steamship**  
 "GREGORY APCAR."  
 Captain S. H. Belson, will be despatched for the above Ports on MONDAY, the 17th inst., at Noon.  
 For Freight or Passage, apply to  
**DAVID SASSOON & Co., Ltd., Agents.**  
 Hongkong, 12th October, 1910. [1168]

# CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

**THE Steamship**  
 "KUMERIC."

FROM HONGKONG,  
 ON THURSDAY, THE 20th OCTOBER,  
 FOR VANCOUVER DIRECT.

To be followed by  
 ATYMERIC ..... 20th Nov.  
 SUVERIC ..... 1st Dec.  
 OCEANO ..... 17th Jan. 1911.  
 KUMERIC ..... 9th Febr.  
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.  
 For further information regarding rates of freight, etc., apply to

**CANADIAN PACIFIC RAILWAY CO., Hongkong.**  
 Hongkong, 14th October, 1910 [1171]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).  
**THE Company's Steamship**  
 Captain Ratoich, will be despatched as above on WEDNESDAY, 26th OCT., P.M.  
 This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
 For information as to Passage and Freight, apply to  
**SANDER, WIELER & Co., Agents, Princess' Building.**  
 Hongkong, 1st October, 1910.

15









## PRIMAS BOTTLES

KEEP DRINKS WARM AND COLD.

All different styles may be seen at my Office, where also a small stock is kept.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Nippon Maru	Saturday, 15th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		Registration, Kowloon B.O. 9.00 A.M.
		No late fee.
Singapore, Penang and Calcutta	Kunming	Saturday, 15th, 10.00 A.M.
Manila	Latvia	Saturday, 15th, 10.00 A.M.
Shanghai	Typhoon	Saturday, 15th, 10.00 A.M.
Shanghai	Lokang	Saturday, 15th, 10.00 A.M.
Europe, &c., India via Tuticorin		Saturday, 15th, 10.00 A.M.
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Nowelwang	Per	Saturday, 15th, 1.00 P.M.
Manila	Sui Tai	Saturday, 15th, 1.15 P.M.
Singapore	Indragiri	Saturday, 15th, 2.00 P.M.
Shanghai	Hongkong	Saturday, 15th, 5.00 P.M.
Shanghai		Registration, with late fee of 10 cents up to 5.00 P.M.
SIBERIAN MAIL TO EUROPE		Letters 6.00 P.M.

Swatow	Haiman	Sunday, 16th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daijin Maru	Sunday, 16th, 9.00 A.M.
Shanghai, Kobe and Moji	Arakawa	Sunday, 16th, 11.00 A.M.
Manila	Sui Tai	Monday, 17th, 1.15 P.M.
Swatow, Amoy and Foochow	Haiting	Tuesday, 18th, 10.00 A.M.
Bangkok	Maclean	Tuesday, 18th, 11.00 A.M.
Singapore, Penang and Calcutta	Gregory	Tuesday, 18th, 11.00 A.M.
Shanghai, Yokohama and Kobe	China	Tuesday, 18th, 1.00 P.M.
Manila	Taming	Tuesday, 18th, 3.00 P.M.
Singapore, Penang and Colombo	Nore	Wednesday, 19th, 9.00 A.M.
Swatow	Haiman	Wednesday, 19th, 10.00 A.M.

Europe, &c., India via Tuticorin		(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Moji, Kobe, Yokohama, San Francisco and Portland	Belja	Thursday, 20th, 11.00 A.M.
Shanghai	Chinhua	Thursday, 20th, 3.00 P.M.
Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Aldenhams	Friday, 21st, 10.00 A.M.
Swatow, Amoy and Foochow	Hailan	Friday, 21st, 10.00 A.M.
Manila	Yuenang	Friday, 21st, 3.00 P.M.
Hoio and Cebu	Sungiang	Friday, 21st, 3.00 P.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Santa Cruz, Callao, Iquique and Valparaiso	Buyo Maru	Saturday, 22nd, 11.00 A.M.
Manila	Bubi	Saturday, 22nd, 11.00 A.M.
Swatow, Chooch and Tientsin	Kueichow	Saturday, 22nd, 3.00 P.M.

Europe, &c., India via Tuticorin		(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Empress of China	Registration, with late fee of 10 cents up to 5.00 P.M.
		Letters 6.00 P.M.

**MONEY LETTERS.**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

**Mails for "CANTON," "WUCHOW" and "SAMSHU" will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.**

**A Mail for MACAO is despatched per Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.**

**Mails for NANTAU and SUABU, are closed every week-day at 6 p.m.**

**Mails for "KONGMOON" and "KUNCHUK" are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.**

**A mail for Long Island (Cheung Chow) will be despatched per steam launch Hoi Yuen daily at 2.30 p.m.**

TELE. ADDRESS MARINEWORK. 司公限有林威積 PHONE 358.

## WILLIAM C. JACK &amp; CO., LTD.

Gas Lighting, Heating and Cooking.

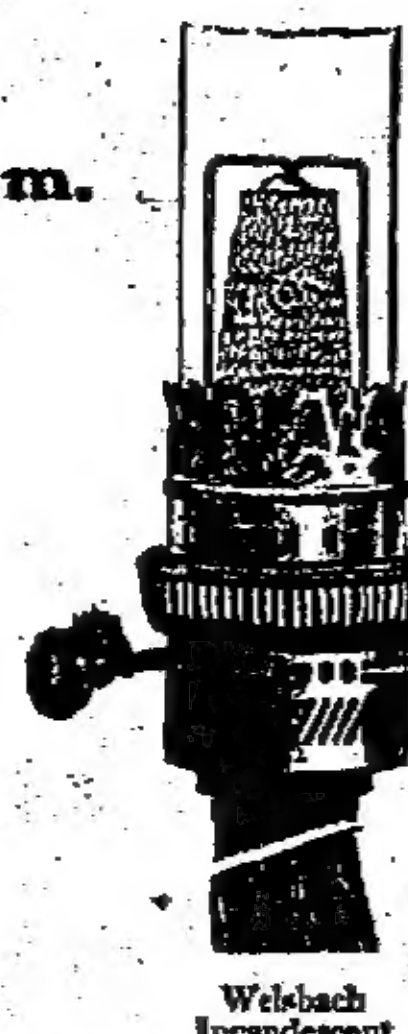
The most Efficient, Economical, and Reliable is the British Welsbach System.

1 The Welsbach guaranteed burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

2 Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

3 Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-rooms

14, Des Voeux Road, Central, Hong Kong.  
(Sole Agents for The Welsbach Incandescent Gas Light Co., Ltd., London.)



## COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	October 14th.
ON LONDON	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	108 1/2
Bank Bills, at 30 days' sight	108 1/2
Bank Bills, at 4 months' sight	108 1/2
Credit, at 4 months' sight	110 1/2
Documentary Bills 4 months' sight	110 1/2
ON PARIS	
Bank Bills, on demand	234 1/2
Credit, at 4 months' sight	234 1/2
ON GERMANY	
On demand	190 1/2
ON NEW YORK	
Bank Bills, on demand	45 1/2
Credit, at 60 days' sight	46 1/2
ON BOMBAY	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON CALCUTTA	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON SHANGHAI	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA	
On demand	91
ON MANILA	
On demand	91
ON SINGAPORE	
On demand	79 1/2
ON BATAVIA	
On demand	111 1/2
ON HAITHONG	
On demand	11 1/2
ON SAIGON	
On demand	84
ON HANKOW	
On demand	107.75
SOVEREIGNS, Bank's Buying Rate	\$56.40
Gold Exchange, 100 fine, per ton	\$56.40
BANK SILVER, per oz.	25 1/2

SUBSIDIARY COINS.	per cent
Chinese	20 cents pieces
Chinese	10 "
Hongkong	20 "
Hongkong	10 "

## SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 14TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$920, sellers
National Bank of China, Limited	99,925	27	25	\$80, buyers
Bank of China, Limited	8,604	12 1/2	12 1/2	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.30, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COMMODITIES.</b>				
Raw Cotton Spinning Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Raw Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$54, buyers
Raw Cotton Spinning Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50.
Raw Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Raw Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 220.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$7 1/2	\$6	\$17 1/2, div. buy.
<b>DOCK AND WHARF.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Ltd.	10,000	\$50	all	\$50, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
<b>FENWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.65, sales
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$210, buyers
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	all	\$21, sellers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$25	\$74, sellers
<b>HONGKONG ICE COMPANY, LIMITED</b>	5,000	\$25	all	\$135.
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	all	\$20, sellers
<b>HONGKONG SOUTH CHINA STEAMSHIP CO., LTD.</b>	15,000	\$10	\$7	\$7.
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$112, sellers
North China Insurance Co., Limited	10,000	\$15	\$10	\$67, sellers
Union Insurance Society, Limited	12,000	\$250	\$60	\$195, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$100, sales
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$74, sellers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 111.
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$39, buyers
West Point Building Co., Limited				
<b>MINING.</b>				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Barrick Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
<b>PEAK TRAMWAYS CO., LIMITED</b>	25,000	\$10	all	\$13, sellers
<b>PHILIPPINE CO., LIMITED</b>	50,000	\$10	\$1	\$14, sellers
<b>REFINING.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Union Sugar Refining Co., Limited	7,000	\$100	all	\$15.
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Canada Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Anglo-Siam Steamship Co., Limited	20,000	\$50	all	\$22, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$14, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sol. \$5.10.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$3, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$10, sales
South China Morning Post, Limited	10,000	\$10	\$25	\$24, sellers
Steam Laundry Company, Limited	5,000	\$25	\$5	\$54, sellers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$54, buyers
Weissmann, Limited	3,000	\$10	\$10	\$14, sellers
<b>UNITED ASBESTOS ORIENTAL AGENCY, LIMITED</b>	9,900 ordy.	\$10	\$10	\$4
<b>UNION WATERBOAT CO., LIMITED</b>	100 fiders	\$10	\$10	\$8, sellers
<b>BUSINESS.</b>				
Allagans	750,000	2 1/2	all	5/3
Anglo-Malay	1,500,000	2 1/2	all	24/
Balgownie	151,200	\$1	all	\$13 (Sta.)
Batu Tjaya	70,000	\$1	all	100/
Bukit Kajang	60,000	\$1	all	63/6
Castellote, fully paid	30,000	\$1	all	117/6
Cheviots	70,000	\$1	all	13/9 prem.
Eastern and International	250,000	\$1	all	107/6 ex. div.
Highlands and Lowlands	307,143	\$1	all	6/ prem.
Kamunings	1,825,000	2 1/2	all	16/6
Kuala Lumpur	180,000	\$1	all	75/
Lahus	100,000	\$1	all	45/ x. div.
Leahurst	100,000	\$1	all	12/3
Luggis	900,000	2 1/2	all	5/6
London Asiatics	1,255,000	2 1/2	all	6/3
London Ventures	1,750,000	\$10	all	\$30 (Sta.)
Mexicans	45,000	\$2	all	\$31 (Sta.)
Papagos	50,000	\$1	all	72/6
Sandjoroff	100,000	\$1	all	\$14 (Sta.)
Sanyong	65,000	\$1	all	10/
Shelfords	125,000	\$2	all	103/9
Singapore and Johore	995,000	2 1/2	all	
Sumatra Paras	90,000	\$1	all	
Sungai-Kapars	170,000	\$1	all	
United Serdangs				

Lease.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 7,767,200	Tls. 250	7% p. annum	Par.
			VERNON & SMYTH,	Share-Broks

# THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bistol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

## MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

TO-DAY.  
Noon—Twenty-ninth Ordinary Meeting of Canton Insurance Office Ltd.  
3.30 p.m.—Fifth Meeting of Hongkong Gymkhana Club at Happy Valley.

FORTHCOMING EVENTS.  
Monday, 17th Oct.—Harmston's Circus at Causeway Bay, 9 p.m.  
Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.  
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 p.m.

OPPIUM.	October 8th.
Malwa New	\$2,250/2,300 per picul.
Malwa Old	\$2,310/2,350 "
Malwa Y. Old	\$2,410/2,450 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,000 "
Patna New	\$2,300 per chest.
Patna Old	\$2,300 "
Benares New	\$2,300 "
Benares Old	\$2,275 "

INSURANCE  
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorised Capital £26,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,212,500 0 0  
II. Fire Funds 1,488,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 19th July, 1910. [788]

## DENTISTRY

DR. M. H. CHAUN.  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [1022]

## SIEN TING

SURGEON DENTIST,  
No. 10, D'AGUIA STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1083]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Fl., west of Central Market). Telephone No. 515. [496]

## PASSENGERS.

ARRIVED.  
Per Kumeria, from Manila, Mr. C. Rogers.  
Per Rohila, from Southampton, Major L. E. B. Dyker, E.G.A.  
Per Taming, from Manila, Madames Francis, Good, Pollock and Bates, Miss Tennant, Messrs Russell, Johnson, Cobb and Grace.  
Per Assaye, for Hongkong, from Shanghai, Mr. J. Saunders, Mrs. Bideel, and Mrs. White, Mr. J. Saunders, Mr. Frisken, Count and Countess de Mont, Mr. and Mrs. Swift, Mr. T. Finnimore, from Yokohama, for Singapore, Mr. P. Leamon, Mr. and Mrs. Orr, and Mr. Andral; for London, Miss Lowe, Miss Lloyd Thomas, Mr. and Mrs. Drinkle and infant; from Kobe, for Singapore, Mr. and Mrs. Abe; from Shanghai, for Singapore, Mr. A. Smith and Dr. Bideel; for Bombay, Mr. F. Vicojee and Mr. P. Karanjia.

## VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. C. H. Allen	Miss A. Leigh
Mr. J. I. Andrew	Mr. G. T. Lloyd
Mr. A. T. Boderia	Mr. W. Logan
Mr. J. H. Backhouse	Mr. N. Macdonald
Mr. & Mrs. W. Becker	Mr. H. G. Mackenzie
Mr. J. Benavides	Mr. A. Mackintosh
Mr. A. H. Best	Dr. O. A. Marriott
Mr. V. F. Beetham	Mr. E. B. Marshall
Mr. L. W. Beystag	Miss K. A. Massey
Mr. C. Bieri	Mr. J. McAlum
Mr. D. Blair	Mrs. McAlum
Mr. & Mrs. H. Brasseur	Mr. & Mrs. B. McGie
Mr. F. Breaker	Mr. E. Mendelson
Mr. & Mrs. C. E. Brown	Mr. John Newell
Mr. C. Brown	Mrs. & Miss Noakes
Mr. & Mrs. S. Bucking-	Mr. & Mrs. H. J.